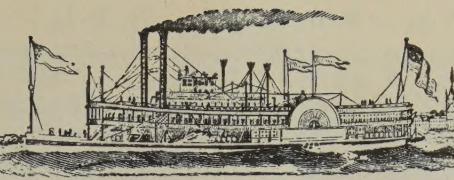


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FLYERS TO THE HOOK

By Joseph O. Osgood

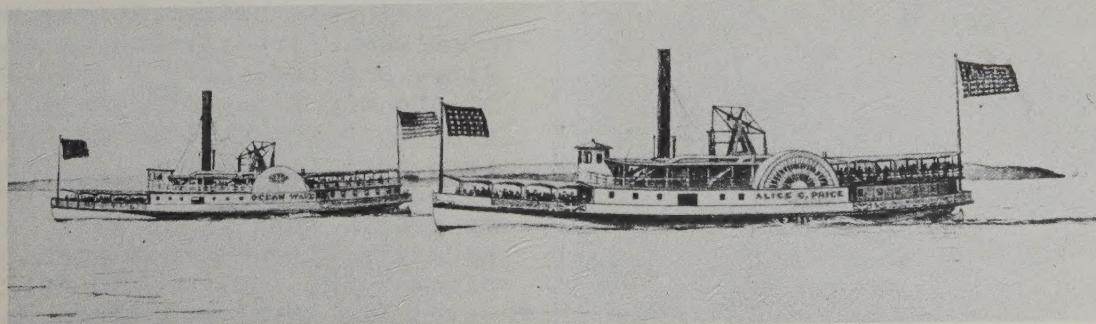
With the passing of the steamer SANDY HOOK from New York harbor, after sixty-two years of service, it is of interest to review the simple beginnings and the development of the fabulous Sandy Hook Route, with its glamor-boats JESSE HOYT, ST. JOHNS, MONMOUTH, SANDY HOOK, and ASBURY PARK. Its founding resulted from restrictions placed on transportation in New Jersey by the state-foisted Camden & Amboy Railroad monopoly; its end came from ill-advised government regulation and the changing travel habits of the American people.

The Camden & Amboy had for many years prevented competitive railroad construction in New Jersey by its political control of the state. With the opening of the Central Railroad of New Jersey to Phillipsburg in 1852, however, came increasing public demand for other charters to build railroads across the state. In 1854, two such charters were pending before the legislature. Finding it imprudent to block both, the Camden & Amboy consented to the lesser evil--the Raritan & Delaware Bay Railroad.

This company was to build a line from "any point on New York Bay east of Keyport" to May's Isle (Cape May), passing through Tom's River. Construction was begun in 1856 at Port Monmouth, where a mile-long pier was built out to deep water. The road was surveyed to Bergen Iron Works (Lakewood) through Red Bank and Eatontown, with a spur to Long Branch from Eatontown. The panic of 1857 interrupted construction, and operation did not begin until December 10, 1859, when the line was opened to Red Bank. Service was extended to Eatontown January 1, 1860, with the chartered ALICE C. PRICE carrying passengers and freight between Port Monmouth and New York. That year the line was opened to Bergen Iron Works, and in 1862 it was extended to the bog iron beds at Atsion, 64 miles from Port Monmouth.

The Raritan & Delaware Bay had small chance of success. There was little traffic along its line, and the

Camden & Amboy waited its chance to attack. Its founders, however, were courageous men and threw defiance in the face of the monopoly, one of their first wood-burning locomotives puffing over the line carrying the name ANTI-MONOPOLY. The financial direction of the enterprise is best described by the late George O. Waterman, who entered its service in 1864 as purser of JESSE HOYT and continued with the line for sixty-five years. In his notes, Waterman, while paying affectionate personal tribute to its builders, calls them "men without money and less brains." Against this appraisal must be set off the practical achievements of the Torrey family of Ocean County, who owned large tracts near Manchester (Lakehurst) which they wished to develop. The railroad's car shops were located there, supplying work for the people of the community. The firm of S. W. and W. A. Torrey built the railroad and operated it until January 1, 1863.



ALICE C. PRICE Racing OCEAN WAVE On New York Bay A Century Ago
--Drawing by Samuel Ward Stanton, from The Nautical Gazette

The Raritan & Delaware Bay's most important object was to be part, as far as Cape May, of a great trunk line to the South--the New York & Norfolk Air Line Railway. A carferry was to carry its trains to Lewes, Delaware, to connect with a rail link to Cape Charles and a ferry to Norfolk. Part of the road in Delaware and Maryland was chartered; but the plan did not attract investors and was abandoned.

There is no accurate list of the steamers that plied the railroad route to Port Monmouth--many well known boats served for short periods. JESSE HOYT 13191, built for Hudson River service by Benjamin Terry at Keyport in 1862, was the first boat owned by the line. Entering service in 1864, under Captain James Seeley, she soon earned a reputation for year-round speed and comfort.

At the height of the Civil War, the Government, in sore need of troop transport and supply, found the Camden & Amboy unequal to its needs. The monopoly had let its single-track line and its equipment deteriorate. Lacking a connection with other railroads at Philadelphia, it was unable to meet the Army's needs. To aid the Government, the Torreys built a 9-mile spur from the Raritan & Delaware Bay at Atsion to the Camden & Atlantic Railroad at Atco, providing a second route between New York and Philadelphia. The monopoly brought suit and, through its influence over the courts and Congress, was able to stop this competition at the end of the war.

Meanwhile, since the only profitable peacetime traffic of the R. & D.B., its summer service between New York and Long Branch, was not enough to pay the cost of year-round operation, the Torreys took a chance of a renewed fight and continued to run trains between Port Monmouth and Camden. They avoided the monopoly's rights to New York-Philadelphia traffic by operating to Brooklyn the boats connecting with Camden

trains. Those connecting with local trains continued to dock at New York.

The monopoly managers, never noted for patriotic zeal, had resented government use of their rival, but had not then dared stir up public antagonism. The idea of the profitable New York-Long Branch summer traffic, in which they did not share, sharpened this resentment, and one of them, Edwin A. Stevens of Hoboken, obtained a charter for a competing line, the Long Branch & Sea Shore Railroad, to run from Sandy Hook via Long Branch and Squan to Tom's River.

It was still wartime, and Sandy Hook was the chief fortified defense of New York. Chief of Engineers Delafield reported that great danger to the fortifications would be caused by the railroad, and that a pier in Spermaceti Cove would ruin it for Army use. There was no military necessity for this railroad, he said, as it would operate only in summer, to take business from its rival. The Army ordered the use of troops, if necessary, to stop the work.

These signs of Army unpleasantry annoyed Mr. Stevens, who protested to the Secretary of War, and was able presently to produce a map which quieted opposition by displaying this legend:

The Long Branch and Sea-Shore Railroad Company is hereby authorized to make and use a railroad track on the land of the United States...upon condition that said railroad track and all possession of the ground shall be removed, surrendered by force, if necessary, upon either the order of the President of the United States or a Joint Resolution of Congress, so requiring.

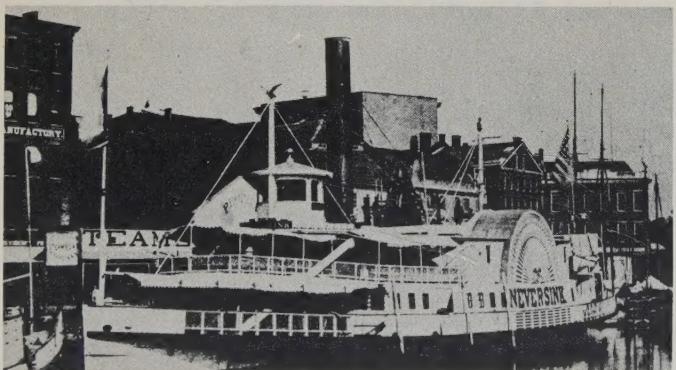
July 21, 1864

A. Lincoln.

Late in July, 1865, the Long Branch & Sea Shore opened its line from Long Branch to Spermaceti Cove, where boat connection was made for New York. This account of the first trip, by the late superintendent of the Raritan & Delaware Bay, William S. Sneden, appeared in the Long Branch Record 50 years later:

It was a bright Monday morning when the first train on that new line and the Long Branch Express of the old line left their respective stations at Long Branch at the same moment. We had fifteen miles of rail, via Eatontown, to traverse to reach the JESSE HOYT at Port Monmouth Pier. The new road had but eight miles to run to Spermaceti Cove, its terminus, where lay the new steamer NEVERSINK.

The Civil War had just closed and speculation in Wall Street was



NEVERSINK

-Courtesy New-York Historical Society

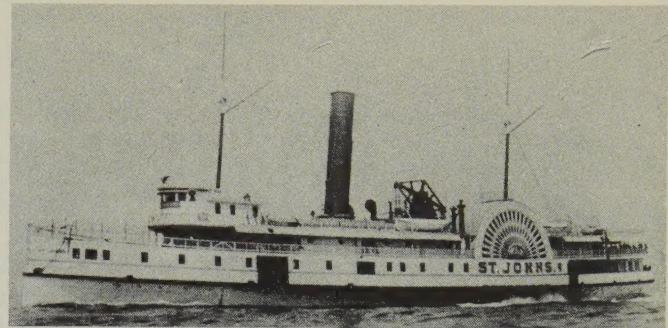
rampant, and a host of bankers, brokers, and sporting men were jubilant at the prospect of rivalry between the two lines. The occasion was one of intense excitement and betting ran high as to the outcome of the first competitive trip. As the Express hove in sight of Spermaceti Cove, when passing Hopping's, the NEVERSINK was still there. Engineer Seymour of the Express disregarded the rule for slackening speed over the pier, and we were soon alongside the JESSE HOYT.

Never was baggage more quickly handled, and in a few minutes we were under way. The NEVERSINK was then passing Sandy Hook Point, a distance equal to ours to New York; however, we were the boss boat of the bay, with boilers allowed a pressure of 45 pounds. We felt we could win hands down. This was verified when we passed the Tail of the West Bank a quarter of a mile ahead of the other boat. The passengers went about the boat shaking hands and congratulating each other.

But alas! "There's many a slip betwixt the cup and the lip" and, as we approached the Narrows, I found to my consternation that the other boat was almost abreast of us, close inshore, taking advantage of the first of the flood tide. I went at once to the engine room, and what was my surprise to see by the steam gauge that our pressure had dropped to 20 pounds! Had we been sold out? Had we a bribe-taker in the person of our favorite engineer? Boiling with indignation I asked him what this meant. He replied in a confused manner that "the darned coal was no good and wouldn't make steam."

"This is the same coal we have long used with no complaint," was my reply, "and I insist that you shake up the firemen and get up more steam, even if you have to use some of the cabin furniture for the purpose." In a little while the steam pressure grew better; however, the distance was too short to make up lost time, and we had the mortification of seeing the NEVERSINK land at Pier 1 two lengths ahead. It goes without saying that, under another engineer, the JESSE HOYT was never again beaten by the NEVERSINK.

WILLIAM COOK replaced NEVERSINK, but, although a fast boat, could not beat JESSE HOYT. The rivalry continued, however, until 1870, when the two lines were merged as the New Jersey Southern Rail-



ST. JOHNS

--Courtesy New-York Historical Society

road. Port Monmouth Pier was abandoned for passenger traffic and the line on Sandy Hook extended to Horseshoe Cove. JESSE HOYT then replaced NEVERSINK and WILLIAM COOK on the run to Sandy Hook.

While plundering the Erie Railroad, Jim Fisk had been shot and Jay Gould thrown out of the management. A summer resident of Long Branch, Gould bought control of the New Jersey Southern, giving his Narragansett steamers PLYMOUTH ROCK, METROPOLIS, and FALL RIVER in payment. He then bought the bankrupt Vineyard Railroad, connecting the Southern at Atsion with Bayside. Next the Smyrna & Delaware Bay and Kent County Railroads were put under construction to connect Bombay Hook, on the Delaware opposite Bayside, with the shore of Chesapeake Bay opposite Baltimore. Gould planned to link New York with Baltimore, thus giving his western lines an eastern terminus. In one of his brawls with Southern's bondholders the Narragansett boats and JESSE HOYT were auctioned at Providence by the Federal Court. Eventually JESSE HOYT returned to the Hook run.

In 1879, by a series of shady deals, the New Jersey Southern came under control of the Jersey Central, then in bankruptcy. The purpose was to get Gould and the monopoly interests "off the hook" by saddling this unprofitable property on the Jersey Central. Under the Central, however, the line was rehabilitated and service improved. The new ST. JOHNS 115633, built by Harlan & Hollingsworth for the St. Johns River, Florida, was chartered for 1880, while JESSE HOYT was rebuilt, reboilered, and lengthened. ST. JOHNS proved so popular that passengers residing at Seabright and Normandy purchased her and chartered her to the railroad. She and JESSE HOYT were on the line together until 1888.

(To be continued.)

Editor's Note: This article is an extract from a book now in preparation by Mr. Osgood on the industrial history of New Jersey and the anthracite region--tentatively entitled Men, Coal, and Iron.

TREE LINE GREAT LAKES SERVICE

By Robert W. Shepherd

Probably the greatest incentive to the formation of Bay Line Steamships, Limited (predecessor of the Tree Line), owned and operated by The Ogilvie Flour Mills Company of Montreal, was the high freight on grain from the Head of the Lakes to Montreal. Early in the twenties, the rate on wheat from Fort William had risen to a theretofore unheard-of peak. Ogilvie officials decided to buy ten coastal bulk freighters built in France during 1919 and 1920, and to operate them on the Great Lakes to transport their own grain at substantially lower rates than they were paying other carriers.

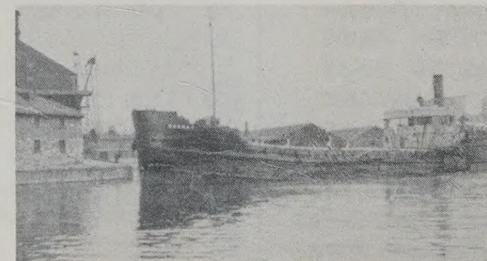
During the winter of 1922-1923, Captain H.N. McMaster, formerly marine superintendent of Canada Steamship Lines, was engaged as manager and proceeded overseas to negotiate the purchase of the ten ships. These were almost identical twin-screw steel steamers averaging 218' x 34' x 13', with navigating bridge and funnel aft. When they came from overseas, the bridge was without shelter; but during 1924 a pilot house was built on the bridge of each ship, this work being done while the vessels were on the run.

Their French names were changed to compounds made up of tree-names and the suffix -BAY. Five of the fleet had compound engines: ASHBAY a TOURNEUR, BEECHBAY a RIVEUR, ELMBAY a PERGEUR b NANTES, OAKBAY a MARINIER, and PINEBAY a MINEUR b ROUVRAY. The others, with triple-expansion engines, were CEDARBAY a CHARPENTIER b VERNON, MAPLEBAY a GRÉEUR b SOTTEVILLE, POPLARBAY a PEINTRE b BIÈSSARD, SPRUCEBAY a SOUTIER, and WILLOWBAY a TOLIER b OISSEL.

Each of these steamers had a steel trunk deck, with three large hatches. The grain capacity of the five "compounds" was slightly greater than that of the "triples," but none could be called large carriers. On a 14-foot draft, the "compounds" carried about 53,000 bushels of wheat; the "triples," about 50,000. They were staunch and good sea boats, as was borne out later when, for nine years, these comparatively small ships made regular trips from Montreal to the Head of the Lakes, during the full season of navigation.

After much red tape and many obstacles had been overcome, the ships were finally ready for the transatlantic voyage. A contract was made with a Captain Tinmouth in England to bring them to Canada. Some brought cargoes of coal, while others crossed in ballast.

The first ship to make the crossing was OAKBAY. Great excitement



OAKBAY Arriving From Overseas



TEAKBAY, The Tree Line Flagship

--All photos courtesy of Author

prevailed in the Ogilvie office when the Signal Service reported a "Bay"boat approaching the Gulf of St. Lawrence. But it was a false alarm, for the vessel proved to be the Sullivan ship BACK BAY, which had been operating on the Atlantic coast during the winter.

A few days later, however, OAKBAY was reported. On May 20 she entered the Lachine Canal basin, where the work of overhaul and improvement was started. During the ensuing six weeks or so, the remainder of the fleet arrived in Montreal. Extensive improvements had to be made on all before they were in proper shape to enter the grain trade.

Once in service, they fulfilled their purpose of carrying Ogilvie's grain at less than the going rate, but sometimes to the detriment of the steamers' financial statements. It was invariably found by the end of the season that, though some of them had made a little money, others showed a deficit.

In the organization of Bay Line Steamships, Ltd., a couple of officials of the Canadian Import Company were appointed to the directorate. As a result, three old wooden Canadian Import lake ships were transferred to the Bay Line fleet. These were ERIC W. a HARRY E. PACKER (U.S.) c BIRCHBAY, RICHARD W. a PUEBLO (U.S.) c PALMBAY,

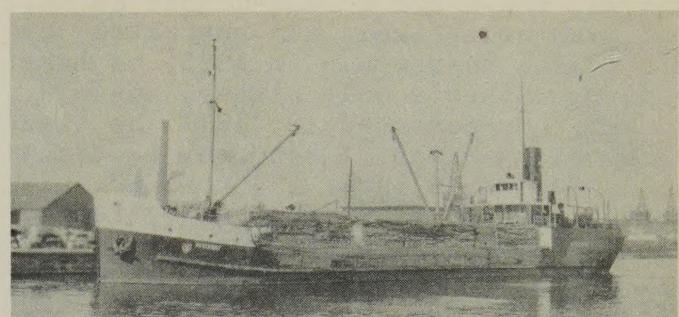
and STUART W. a COLLINGE(U.S.) c YEWBAY. None of these three proved to be worth much, and the company would have been better off without them. Early in 1923, the underwriters cancelled the insurance on YEWBAY, which was taken to Levis, beached, and dismantled. BIRCHBAY, while carrying a cargo of hard coal from Lake Ontario to Quebec, ran on a shoal at high tide in what is called "Richelieu Rapids," over halfway from Montreal to Quebec. When the tide fell she broke her back and was abandoned as a total loss. PALMBAY, although a very small carrier, served for a couple of seasons, but was then laid up at Kingston. Later she was taken to Portsmouth and sunk to form a breakwater.

During the 1923 season, the Hudson's Bay Company complained that the name Bay Line Steamships was too similar to their Bay Steamship Company, which operated one vessel with supplies to the Arctic. The name of Bay Line Steamships, Ltd., was therefore changed to Tree Line Navigation Company, Ltd.

About a year after the company was formed, Captain H.N. McMaster resigned as manager, and J. D. Calvin (now an SSHSA member), who had been assistant manager, became manager and a director. The writer joined the company prior to actual operations in 1923, as cargo record clerk, becoming purchasing agent in 1925, when the company decided to carry its own stock of dry groceries and deck and engine room supplies in its own stores warehouse.

In 1928, the company determined to venture into the package freight business and placed SPRUCEBAY in such an express service between Montreal, Toronto, and Hamilton. By degrees, the line became favorably known to shippers, and this service was extended by placing two ships on the Montreal-Toronto-Hamilton run and scheduling two sailings per week with package freight to Fort William, Port Arthur, and intermediate ports. The boats to Fort William still brought Ogilvie grain east, while others brought automobiles and other commodities from Lake Michigan ports and Detroit to Montreal for export.

During the winter of 1928-1929, a new full-canal-size ship was built for the company at Southbank-on-Tees, England. Christened TEAKBAY, this ship crossed the Atlantic and arrived at Levis May 2, 1929, with steel plates for the Davie Shipbuilding and Repairing Company. TEAKBAY, still in service under Canada Steamship colors, is one of the largest carriers in the canals. Her dimensions are 253'x44.1'x18.5'.



BEECHBAY With A Load Of Lumber

Toward the end of the depression of the 1930's, Ogilvie decided to sell some of the steamers. The first to go was OAKBAY, sold in 1935 to Captain Henry C. Daryaw of Kingston, to be used in the coal trade. Renamed HENRY C. DARYAW, she was lost several years ago when she ran on a ledge above Brockville and slipped off into deep water.

In September, 1935, ASHBAY was sold to Brazilian interests and renamed ANTONICO before leaving Montreal. She was destined to sail the Amazon River.

One by one, the other ships were disposed of. CEDARBAY was sold to the Lloyd Refineries at Port Credit, Ontario, converted to a tanker, and renamed JOAN VIRGINIA. MAPLEBAY and POPLARBAY were sold to Transit Tankers and Terminals, Limited, and also converted to tankers, their names being changed to TRANSRIVER and TRANSLAKE, respectively. WILLOWBAY was sold in 1937 to the Stirling Shipping Company, Halifax, and renamed MAID OF STIRLING. She was sold to Chinese interests in 1946.

During the winter of 1937-1938, Canada Steamship Lines took over the Tree Line and the remainder of its fleet. They operated the Tree Line as a separate company for several years. The writer, at this time, was appointed marine superintendent, and F.E. Dayton, a Canada Steamship man, became manager.

Just before the second world war, BEECHBAY, ELMBAY, PINEBAY, and SPRUCEBAY were sold to Brazilian interests.

By 1947, Canada Steamship Lines had surrendered the charter of The Tree Line Navigation Company, Ltd. TEAKBAY, the one remaining ship, was merged into its fleet, where she continues to operate under her original name.

ORDEAL ON NANTUCKET SOUND

By Charlotte B. Chase

In the middle of the last century Stephen Richmond Williams, a native of Norwich, Connecticut, went to Nantucket to serve as engineer on the steamboat ISLAND HOME. He became a valued em-

ployee, was a 32d or 33d-degree Mason, and was well-liked and respected by his fellow townsmen. In 1865, he married my mother's only sister, Susan G. Bunker. On November 18, 1871, he died of apoplexy--what, I suppose, we today call "heart failure." Word of his death was sent at once to my parents, who were then living in Washington, D.C. They were also notified that the president of the Steamboat Company had ordered Captain Nathan Manter of the ISLAND HOME to make a special trip to Hyannis on the day of the funeral to meet them and take them to Nantucket.

When Captain Manter left Nantucket in the early morning of that eventful day, the weather was dull and threatening. He had not gone very far when the storm broke furiously. More and more violent it became, as he tried to make the Cape shore. After what seemed an interminable time, he docked at Hyannis, where he found the three passengers awaiting him. My father asked the captain if he considered it advisable to attempt the crossing. The captain said that conditions were bad, but that he thought there was a chance of making it. My father accepted the decision, and they boarded the boat.

Father found a place in the Ladies' Saloon where my mother and their four-and-a-half-year-old son could lie down. They had hardly left the shore when they knew they were in for a frightful experience. The boat was tossed to and fro like a cork on the water. It pitched up and down in great plunges, and appeared to be going around in circles without making any headway. Now and then Father sought out Mother in the saloon; but, with the floor of the cabin at surprisingly abrupt angles, he found it an extremely difficult maneuver. He would cling to one pillar until, at an opportune moment, he could make a frantic dash for the next, and so on until he reached his goal. Occasionally he would speak

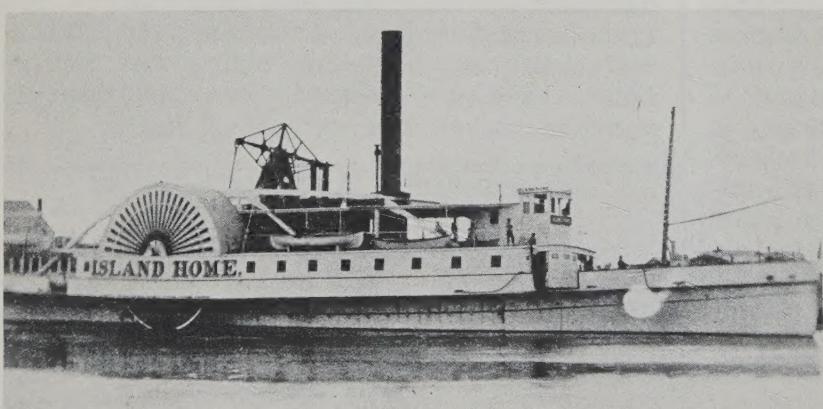
to the captain, but there was little to be said. Mother was soon very seasick --so sick, indeed, that she found she cared little about her own survival or that of her small family. For Father, it was a matter of grim endurance.

Seated in the parlor of the Williams home, where the casket was placed, were the friends who had reached there in spite of the severe storm sweeping over the island. Darkness came early that November day, and the drawn shades only served to deepen the gloom. All was quiet, save the ceaseless lashing of the rain upon the windowpanes and the wild shrieking of the wind around the house. Two o'clock came, the hour of the funeral. The minister was there, but the service did not begin. All gathered there knew the cause of the delay. There was no sound of conversation, no sobbing, no weeping--in fact, no sound of any kind. My grandfather Samuel Bunker, a retired whaling captain who had sailed the seven seas, knew, as did all the other men present, what the ocean could do to those who ventured upon it. They were all of Nantucket ancestry, descendants of men and women who had met disaster unflinchingly. So they sat in silence, waiting.

For hours, men had been stationed in the tower of the Unitarian Church on Orange Street, to watch for the long-delayed ISLAND HOME. When at last the boat was sighted, a messenger was sent with that bit of good news to the anxious household. One watcher remained in the tower, riveted to the spot. The ship seemed foundering, first making a little headway, then appearing to lose it. He witnessed a terrific struggle when the boat tried to cross the bar. When that was finally accomplished, it crept slowly, so very slowly, into the desired haven--home at last!

Captain Manter said it was the worst trip he had ever known. He congratulated my parents on their narrow escape from death. My father, in turn, congratulated Captain Manter on his wonderful skill and presence of mind. At the wharf a hack was awaiting the weary passengers, and they were quickly carried to the house, where hot tea was waiting for them. Shortly afterward, the service was held. I can well believe that the minister uttered an additional prayer of thanksgiving for the preservation of the lives that had been in such danger that day.

My brother was far too



young to retain any remembrance of that terrible experience. He learned about it, as did I, from the lips of our parents. I was born eleven months after Captain Manter's gallant fight with the elements in November, 1871. It occurs to me that, if he had not won the battle, the story appearing above would never have been written.

Editor's Note: Miss Chase, a retired businesswoman of New Bedford, Massachu-

setts, is a member, on her mother's side, of Nantucket's seafaring Bunker family, which produced, besides many whalers, at least two distinguished steamboatmen: Captain Elihu S. Bunker, who took the first commercial steamboat (FULTON) through Hell Gate into Long Island Sound, and his son Captain Robert S. Bunker, who brought Nantucket its first large steamer, his father's CONNECTICUT.

A BRIEF HISTORY OF THE MERCHANTS & MINERS TRANSPORTATION COMPANY

By William B. Taylor

-- Part III --

When war with Spain broke out in 1898, the Merchants and Miners fleet comprised twelve steamers, mostly new and in good condition: ALLEGHANY, BERKSHIRE, CHATHAM, DORCHESTER, ESSEX, FAIRFAX, GLOUCESTER, HOWARD, ITASCA, JUNIATA, WM. LAWRENCE, and DECATUR H. MILLER. Fortunately, those taken by the Government as transports were not needed for long, and the company made a profit on the transaction. The Government paid \$600 per day per ship for the first thirty days, and \$550 thereafter, besides accepting the marine risk.

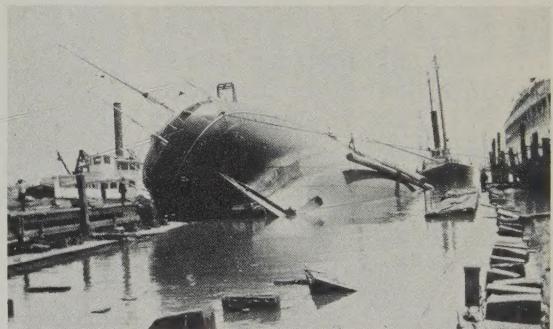
The company purchased STATE OF TEXAS from the Mallory Steamship Company in 1898; NEW ORLEANS and HUDSON from H.B.Cromwell & Company in 1899 and 1900--all vessels about 25 years old. It was a question whether it was good policy to buy secondhand ships of that age; but the need of tonnage seemed to warrant it.

STATE OF TEXAS, which had been built at Chester in 1874 by John Roach & Sons, was sold in 1905 to the Seaboard Transportation Company. NEW ORLEANS (Cromwell's first iron-hulled vessel) and HUDSON had been built in 1871 and 1874 by Pusey & Jones, Wilmington. Both proved very successful and economical, with single-cylinder engines of 48" diameter, designed by John Baird, who was considered an expert.

While on the railway of William Skinner & Sons' Shipbuilding & Drydock Company, HUDSON tipped over, for some unknown reason. The resulting expenses were \$13,000 damage to the ship, \$7000 to the railway, and \$10,000 for righting by the Merritt, Chapman Wrecking Company. In 1903, the Maryland Steel Company installed new boilers, laid new deck, and repaired her engines, at a cost of \$85,000, after which she was renamed FREDERICK. She ran under this name for seven years, until scrapped in 1910.

While the company was adding old tonnage to carry on its ever-increasing business, two new ships were being built by Harlan & Hollingsworth: KERSHAW and NANTUCKET. Coming out in 1899, these sisters were the first steel-hulled vessels of the company, 274' on the waterline, 3150 hp. Their cylinders were 28", 45", and 72" by 54" stroke--a 6" gain on previous models.

KERSHAW and NANTUCKET ran the Norfolk-Boston route for many years before the Cape Cod Canal was opened. Their average time was 36 hours in good weather, 38 in almost any other kind. They were the first to be equipped



HUDSON Capsized, June, 1900
--All photos courtesy of Author

with the patent stockless anchor.

NANTUCKET, Captain B. F. Hatch, caught fire at Locust Point, Baltimore, September 2, 1912. Too much water, pumped into the main deck and lower between-decks, made her topheavy, and she rolled over. Merritt, Chapman, removed her masts and funnel and righted her after five weeks on her starboard side.

She returned to the Norfolk-Boston run and then had her most serious accident. While under command of Captain O.Berry, she collided with the Old Dominion Liner MONROE, January 30, 1914, off Hog Island, Virginia. MONROE sank in 20 minutes, with a loss of 41 lives. NANTUCKET, though badly damaged, stayed afloat and gave all possible assistance

to the sinking vessel, later landing the survivors at Norfolk. She was libeled for \$1,000,000, but sold back to the company at the marshal's sale for \$85,000. Repaired and returned to service, she ran 20 years more without incident, and was sold for junk in 1934.

KERSHAW was placed on the Boston-Norfolk-Newport News-Baltimore run, on which she operated for most of her career. Her first serious accident occurred July 9, 1911, when, under command of Captain John Johnson, she went ashore in a fog on Shovelfull Shoal off Monomoy Point. The 88 passengers were not removed, and she was refloated on the incoming tide under her own power.

At 10:30 P.M., March 12, 1917, under Captain James McDorman, she ran aground 20 miles west of Montauk Point, Long Island, with 103 passengers and 30 Naval Reservists aboard. She rested easily in a moderate sea. At daylight, Coast Guard boats removed the passengers, while the Reservists came ashore in the breeches buoy that had been set up as extra precaution. She was refloated, repaired, and returned to service.

But misfortune still followed her. On September 17, 1920, she burned and capsized at Pier 1, Baltimore Drydock & Shipbuilding Company, Locust Point. Twelve of her crew narrowly escaped as the fire rapidly consumed the after deckhouses. Damage was \$500,000.

After she was raised, NANTUCKET, September 20, 1929

her promenade deck was cleared from boiler uptake to stern, and she became a "freight only" ship. Extra cargo space was gained by using the former dining room area on the main deck aft.

KERSHAW's few years of freight service ended on the night of May 31, 1928, when she collided with the Dollar Liner PRESIDENT GARFIELD a mile west of East Chop Lighthouse in bright moonlight and with perfect visibility. She sank in $11\frac{1}{2}$ fathoms, with the loss of seven of her crew. The terrible crash of the collision was heard by Oak Bluffs residents, who flocked to the shore in excitement. Three Coast Guard vessels and six of PRESIDENT GARFIELD's boats picked up the 29 survivors, who were eventually land-

ed at Boston. The only explanation for the accident was crossed whistle signals--though any signals were unnecessary, as the channel is extra-wide at this point. Tidal conditions forced abandonment of efforts to salvage KERSHAW, and her hulk was finally blown up.

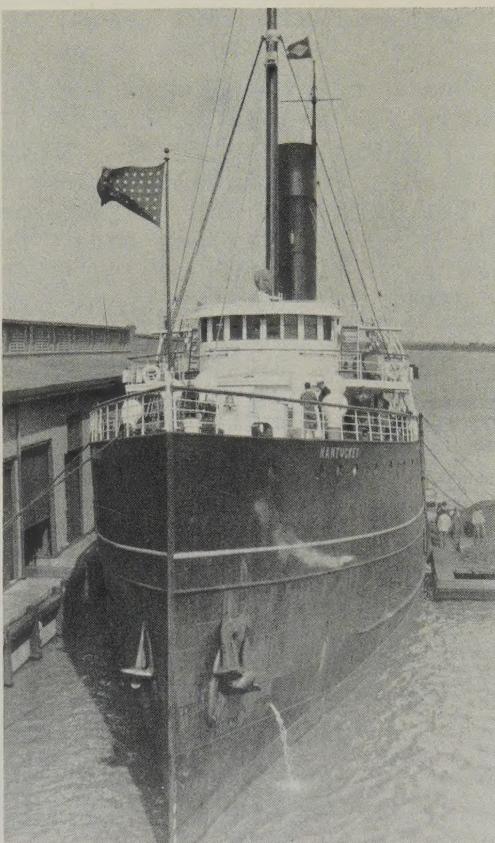
POWHATAN joined the fleet in July, 1901. Purchased from the Government as the Quartermaster Corps steamer RAWLINS for \$200,000, she had changed little from the days when she was YORKTOWN, one of the beauties of the Old Dominion Line. Built 1894 at Chester by John Roach & Sons, POWHATAN measured 299.5' on the waterline and 2898 gross tons. She had a triple-expansion engine of 3000 hp., which gave her a 16-knot sea speed.

She was painted white when purchased, and remained so until reconditioned by the company. This reconditioning was extensive. Her dining room, originally located on the main deck slightly aft of amidships, was moved to the deck above, which proved a very pleasant location. The crew's deckhouse on the forward promenade deck was removed, and the original deckhouse forward of the smoking room built out to include eight more staterooms. The pilot house and officers' rooms on the deck above were moved forward of the foremast, giving her a more balanced appearance, similar to HOWARD's.

POWHATAN could "step right along." In October, 1915, I made the 700-mile direct run from Boston to Baltimore on her in 48 hours. This time included the delay of bucking a stiff easterly all the way from Boston to Pollock Rip, and a two-hour stop near that lightship while the engineers repaired a broken steering cable near the quadrant.

She collided with the Fall River Liner PRISCILLA at 10:30 P.M., July 8, 1902, while en route from Boston to Providence. PRISCILLA sustained a deep gash in her port side forward of the pilot house, and had one crewman killed.

On November 25, 1916, POWHATAN flew distress signals off Block Island, for a fire in her cargo. As a precaution, she anchored in New Shoreham harbor, with the Coast Guard Cutter ACUSHNET



standing by to help fight the fire. It was soon under control, and POWHATAN proceeded on her Boston-Baltimore run.

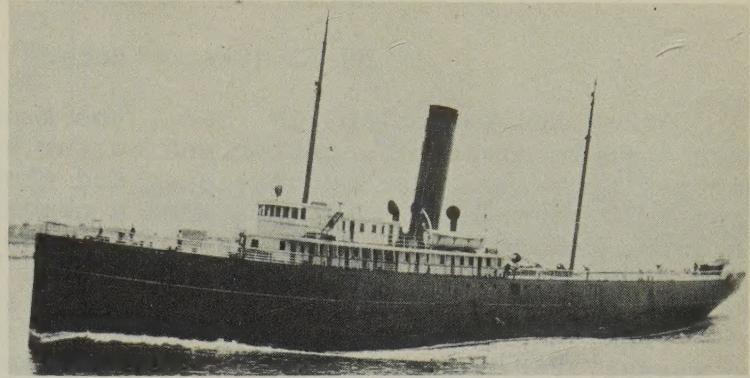
The most serious accident in which POWHATAN was involved happened December 13, 1916. Outward bound from Norfolk to Boston, she collided with the British tanker TELENA, inbound from Cardiff to Newport News. After an exchange of misunderstood signals and the altering of both vessels' courses, TELENA struck POWHATAN a heavy blow on the starboard side. POWHATAN's plating was so badly crushed that she sank in 15 minutes, a mile and a half southeast of Thimble Shoals Lighthouse. Passengers and crew, four injured, were removed before she settled. The company libeled TELENA for \$450,000, claiming that she was at fault through negligence of her officers and crew. TELENA was in charge of a coast and harbor pilot at the time of the accident; POWHATAN, of her third officer. The weather was clear.

The work of raising POWHATAN did not get under way until spring, and was very extensive. A heavily timbered cofferdam had to be built around the whole midship section of the vessel to make her watertight and to provide enough buoyancy to lift her. She came to the surface August 22, 1917, and was towed to Norfolk with wrecking lighters alongside. The hulk was sold October 27, 1917, to the McCormick Co., rebuilt at Brooklyn into the first electric-drive passenger ship in the world, and renamed CUBA. She was sold in 1925, and became the Clyde Line SENECA, running under that name until she burned in New York harbor, January 9, 1928.

Merchants & Miners purchased another old ship in August, 1902, to provide more space for the expanding cargo service. This time they went to the Savannah Line for CITY OF MACON, a steamer of 2092 gross tons built by John Roach & Sons in 1877. After repairs costing \$18,000, CITY OF MACON became LEXINGTON on the company's southern run.

LEXINGTON ran into a heavy gale on August 28, 1911, en route from Savannah to Philadelphia under command of Captain E. N. Connelly. She went ashore on North Edisto Island off the South Carolina coast. Merritt, Chapman later refloated her, and she was towed to Philadelphia for repairs.

It may seem that most history pertaining to steamers relates their mis-haps. But there are also stories of



KERSHAW, July 13, 1927

heroism and life-saving. LEXINGTON was the central actor in one such story. A howling northeast gale raged off Five Fathom Bank Lightship on October 13, 1917. LEXINGTON, en route from Norfolk to Boston, came upon the former Merchants and Miners ship NEW ORLEANS loaded with 1600 tons of sulphur, in a sinking condition, and flying distress signals. A 20" suction pipe connecting with NEW ORLEANS' condenser had burst and was flooding her engine room. The five pumps on board could not control the inrushing water, and it was only a matter of time before she would sink. Captain William E. Payne of LEXINGTON prepared to take off the crew. During this operation Chief Officer H.L. Kohlmand of NEW ORLEANS was washed overboard and lost; but all other officers and men, 26 in all, were saved just in time, as NEW ORLEANS went to the bottom.

LEXINGTON was sold in 1917 to the Northern Transportation Company and converted to a collier.

While ships of other lines were being bought and reconditioned and new vessels built, a new service was inaugurated. The Philadelphia-Savannah branch was opened in 1900, ALLEGHANY and BERKSHIRE being put on the run.

In 1903, the Government paid the company \$212,396.31 for the steamers BENJAMIN DEFORD and S. R. SPAULDING, seized early in Civil War days. Of this sum, one half went to George F. Vernon, the lawyer who had prosecuted the claim for 29 years at his own expense. That same year, the capital of the company was increased to \$2,000,000.

The great Baltimore fire of February 7, 1904, destroyed Merchants and Miners property to the amount of \$69,000. In June, 1904, the company sold its dock property to the Baltimore Burnt District Commission and rented it back pending the building of new city piers on Pratt Street.

(To be continued)

OPERATION MAGELLAN - A C4 SAGA

By Lieutenant Robert T. Hess, USCGR

Since its inception in 1898, the American-Hawaiian Steamship Company has been ever in quest of a better and better cargo vessel, especially suited to its particular trade, between the east and west coast ports of the United States. From 1900 through 1924, it designed a number of ships for this trade; and when, in 1939, Mr. George G. Sharpe set himself the task of designing a completely new type of vessel for coast-to-coast service, embodying the latest refinements in construction and equipment, American-Hawaiian officials had high expectations.

From this new design was born the United States Maritime Commission C4 cargo vessel. For hardly had the specifications been delivered to the company when war broke out and the plans were offered to the Commission, which accepted them, thinking the ship--with its enormous deadweight and its machinery aft--would be particularly useful for carrying army tanks.

The war prevented American-Hawaiian from constructing C4's for their own use; but already the first of six hull-type submodifications, designed by the Commission to Sharpe's dimensions, had resulted in the C4-S-B1 hull form. A contract was let to the Sun Shipbuilding Company for 50 ships of the new type.

Hardly had the first C4 knifed the water at Chester in 1943 when the Commission decided that tanks could be carried with more facility in vessels of other types. Hence, the next few C4's became hospital ships, a later group troopships, and a number of others cargo vessels. Sun's contract was altered, and that yard built but 20 of type C4; for by this time Henry Kaiser had begun his epic bottle-swinging at Vancouver, Washington, and Richmond, California. No less than 45 C4's of the troopship class slid down the ways in these yards, in addition to 10 later converted for commercial cargo service.

While we are eventually to deal with a specific C4, it is desirable first that the reader know some of the technical facts about these rather unphotogenic ships, whose unconventional outlines horrify shiplovers of the Hog Island and River Clyde schools.

The standard C4 cargo vessel is a steel, full-scantling type of ship with a raked stem and cruiser stern. The C4-S-B5 cargo vessel is considered the standard design of the type. Others are the C4-S-A1, A3, A4, B1, and B2. The C4-S-A1 and A3 are military troopships. GENERAL A. W. GREELY, in which the writer served and with which we are chiefly concerned, is a C4-S-A1. The C4-S-A4 is a conversion of the A3 troop ship for commercial cargo service, and is one of the largest of the C4 type. The C4-S-B1 cargo vessel is an A1 redesigned to carry military equipment, and later converted to a Class 3A passenger-carrying cargo ship. The C4-S-B2 designs were conversions of B1's to troopships and some hospital ships.

Principal design characteristics of GENERAL A.W.GREELY, a C4-S-A1, are: 522' 10 $\frac{1}{2}$ " (overall) x 71' 6" x 43' 6"; 24'

draft, loaded; 13,000 gross tons; 9000 shp. cross compound geared turbines; 17 knots designed sea speed; 14,600 miles fuel radius; 3121 passengers; 31,000 cu. ft. cargo capacity. She is U. S. Maritime Commission Hull No. 23, and was built at Kaiser Yard No. 3, Richmond.

Now let us return to another time and place. The date is May 4, 1945; the place, the welcome port of Melbourne, Australia. Welcome is the word, for the city of Melbourne is the closest approach to American civilization--or any civilization--which we of a big C3-type assault transport have seen since our very recent return from the final and greatest air-sea battle of the war, the combined-operations assault on the Emperor's back door at Okinawa Gunto. Even before assisting the Tenth Army ashore, there had been other similar days at Lingayen Gulf and "Bloody Iwo," and a host of minor skirmishes consisting of running battles with aircraft of the Imperial Japanese Navy, brushes with submarines, and the overall morbid contingency of a chance meeting with the battleship YAMATO--which, thanks to our naval aircraft, disappeared after March, 1945. Our latest skirmish has been with one of the Emperor's Suicide Corps (Kamikaze), much of whose plane is still entangled in the remnants of our flying bridge. Now the transfer comes, unexpectedly.

Fresh in from the States, the new C4 transport GENERAL A. W. GREELY (AP-141) has just arrived at Melbourne. She is on her maiden voyage out of San Pedro, California, after completing a brief, interrupted shakedown cruise from San Francisco, where she was recently finished by Kaiser at Richmond. She has yet a long way to travel. By a mutual transfer of personnel between

our previous ship and the GREELY, the writer and others find themselves on the latter ship, destined to be one of the most traveled troop transports in maritime records.

Nothing will serve here quite so effectively as a catalog of the incredible distances covered by the GREELY during her transport service. As a member of the "Magic Carpet" fleet which seemingly appeared from nowhere to carry thousands of troops homeward from all war theaters, hers was truly Operation Magellan, in that fabled circumnavigator's footsteps.

Perhaps her insatiable urge to cover distance came from her namesake, Major General Adolphus Washington Greely, U. S. Army, whose desire for travel and adventure pushed him and his party to the then farthest north record ever established by man in polar exploration: 84° 20' north latitude. Thrice wounded in the Civil War, a leading climatologist of his time, and later Chief Signal Officer of the Army, he survived by sheer fortitude his Arctic ordeal of three impossible years (1881-1884), where his comrades perished, forgotten by a negligent congress and an ignorant nation. Later awarded the Medal of Honor in delayed recognition of his services, Greely was a man whose name could well honor a ship.

In consecutive order, the exploits of the GREELY are now presented, from her creation to her decommissioning:

Twice Around With The GREELY

1944

July 15 - Keel laid at Richmond
November 5 - Ship launched

1945

March 22 - Ship declared in commission by Captain W. K. Scammel, USCG
April 4 - Left San Francisco for short shakedown cruise
April 5 - Arrived San Pedro
April 16 - Left San Pedro
May 4 - Arrived Melbourne
May 5 - Left Melbourne
May 10 - Arrived Freemantle, Australia
May 20 - Arrived Calcutta, India
May 27 - Left Calcutta
May 29 - Arrived Trincomalee, Ceylon
June 8 - Arrived Suez Canal; proceeded through to Port Said
June 9 - Left Port Said
June 22 - Arrived Norfolk, Virginia
June 28 - Left Norfolk
July 7 - Arrived Le Havre, France
July 10 - Left Le Havre
July 18 - Arrived New York
July 28 - Left New York
August 10 - Arrived Port Said; proceeded through canal to Suez



GENERAL A. W. GREELY

--Photo by Joe Williamson

August 22 - Arrived Calcutta
August 31 - Left Calcutta
September 3 - Arrived Colombo, Ceylon
September 12 - Arrived Suez
September 13 - Left Port Said
September 25 - Arrived New York
October 11 - Left New York
October 24 - Arrived Port Said
October 25 - Proceeded through canal to Suez and the Red Sea
November 6 - Arrived Calcutta
November 10 - Left Calcutta
November 12 - Arrived Colombo
November 13 - Left Colombo
November 22 - Arrived Suez; proceeded through canal to Port Said
November 23 - Left Port Said
December 5 - Arrived New York
December 13 - Left New York
December 26 - Arrived Port Said
December 27 - Left Port Said

1946

January 4 - Arrived Karachi, India
January 6 - Left Karachi
January 9 - Arrived Colombo
January 10 - Left Colombo
January 14 - Called at Singapore
January 18 - Called at Leyte, P. I.
February 2 - Arrived Seattle.

Decommissioning from the Navy came early in March at Seattle. When we of her Coast Guard crew watched the commission pennant flutter to the main deck, we might truly have asked ourselves the question: "What coast does the Coast Guard guard?" In her journeying around the world, she had logged a full 88,046 miles by sea, besides establishing the following "firsts":

First Coast Guard manned transport (and one of the few ships in naval annals) to circle the globe on maiden voyage;
First ship ever to carry rated Coast Guard band around the world
First ship in recorded history to carry a detachment of U.S. Marines around the world (a Marine Guard formed part of the complement on most U. S. troopships).

GENERAL A.W.GREELY is by no means

a memory today. As a Military Sea Transport Service liner, under her original name, minus Navy type and number classification, she continues to do an important job. At last report, she was ferrying rotation-duty American troops from the Korean battlefield, operating between Japan and various west coast ports. Before the Korean hostilities, she was employed for some time in conveying Displaced Persons from Bremerhaven to New York. She was then to be seen every two weeks at Pier 3 or 4 of the Brooklyn Army Base, where, early in 1950, the writer visited her and affectionately renewed old acquaintance.

Her appearance is vastly gayer since MSTS colors have replaced the dark blue-grey of the naval auxiliary. To augment her old cargo rig, she now boasts kingposts, added during her postwar conversion sessions. She no longer has her armament of 40 and 20-millimeter AA batteries and 5" fantail gun; but, in view of the recent Navy Department announcement that MSTS ships will be carrying armament again soon, she may be forced to display a grimmer countenance once again.

What of the GREELY's future, and that of her sister C4's? During the war shipbuilding boom, it was felt that the C4 would be the backbone of our postwar merchant marine. The "big holiday" following the war did not bear this out in any way. Two short years ago the C4 outlook was dark. In March, 1950, there were ten C4's on charter to three lines: American President, American-Hawaiian, and Luckenbach. Of the three, American-Hawaiian naturally employed the ships with the greatest success. Thirty-five of the C4's were laid up in reserve fleets; thirty were owned by the Department of Defense, and most of these were, GREELY-fashion, moving shiploads of DP's, on an austerity-and-accommodation basis.

There were a number of reasons for

this situation. The Ship Sales Act had set the selling price of a C4 a full million dollars higher than that of the more popular C3. Moreover, the C4's normal cruising speed is not much above the 16.5 knots of the C3, and its daily operating costs average some \$350 more than those of its versatile and favored rival. The large cargo deadweight of the C4 is not needed in most ocean services. And conversion of C4's to coastwise passenger liners, as proposed, would have been prohibitive in cost if Coast Guard safety regulations were met. The C4 seemed doomed.

But now one group of seas have almost overnight restored a ship marked for oblivion to the brightest spotlight imaginable. These are the Great Lakes, the Inland Seas of North America. Today they are tonnage-hungry, in dire need of every vessel available for the seasonal descent of thousands of ore tons from the ranges of the northland to the steel-producing centers south of the lakes. Their local shipbuilders are working overtime to produce new ships for the trade; but they alone cannot meet the demand. What better plan, then, than to convert salt-water liabilities into fresh-water assets, C4's into bulk ore carriers?

The Baltimore conversion of the erstwhile Victory ship NOTRE DAME VICTORY into the lake ore-carrier CLIFFS VICTORY became a success story overnight. Shortly afterward, the first of the C4's for the campaign emerged from the yards of the Maryland Drydock Company: the former C4-S-A4 LOUIS McHENRY HOWE, a 1945 product of Kaiser's Vancouver yards. She is now TOM M. GIRDLER, with a brand-new 325-foot bow section and a 15,000-ton ore capacity. The bow section was built by the Ingalls Shipbuilding Corporation of Pascagoula, Mississippi, and the combined efforts of Ingalls and Maryland have produced a ship 600 feet long, with a new superstructure designed for lakes use.

On September 20, 1951, the second C4 converted for the ore trade, MOUNT MANSFIELD, was rechristened CHARLES M. WHITE at the Maryland yards. She has since been followed by TROY H. BROWNING and SCOTT E. LAND. Owned by Republic Steel, all three are operated by the Nicholson-Universal Steamship Company. They were towed to the lakes over a route established by common sense plus necessity: by the Moran fleet from Baltimore to New Orleans, by American Barge Lines towboats up the Mississippi and Illinois to Lockport, Illinois, and by craft of the ubiquitous Great Lakes



TOM M. GIRDLER

--Courtesy Nicholson-Universal SS. Co.

Towing Company from Lockport to Chicago.

As this is written, the most lately-announced C4 conversion promises to be the biggest and best. The newly formed Hansand Steamship Company announces conversion of the former C4 troopship MARINE ROBIN. She will be cut in two 275 feet from the stern and given 225 feet of new hull and a new 210-foot forward section, with a lake-type bow. She will break all records for size: longest and largest ship the Lakes have ever seen, she will total 710 feet overall, retaining only the 71½-foot original beam and her former main propulsion engines. Her ore capacity will be 18,500 tons; her cruising speed, 17 knots loaded, 19 light.

One proposed set of conversions will not take place. These are the jobs projected by the lately-deceased and justifiably mourned Detroit & Cleveland Navigation Company. Until its demise at the end of the 1950 passenger season, the company had planned, over a period of several years, to replace its great sidewheel steamers with C4's converted to luxury lake passenger ships.

The C4 may fairly be called one of the shipping wonders of the world. For it has the unique blessing of having come into its own on the oceans because of the emergency about us today, and having risen to even greater prominence on fresh water, to relieve an acute emergency of another sort, directly pro-

voked by the first. Operation Magellan to Operation Freshwater in a few years --and the last chapter not yet written!

The C4's on the Lakes may look to a number of boom years before retirement. The C4's on salt water are more of an enigma. The future of GENERAL A. W. GREELY and many a good ship like her will still be a question mark on the roadsteads of the world, if the world should again learn a balanced sense of normality. But, no matter where she goes or what eventually befalls her, her Operation Magellan in the closing days of the war will always be the brightest of her crown jewels.

Author's Note: The GREELY makes history faster than her biographer can record it. On January 9, 1952, she arrived at the Brooklyn Army Base, with 32 survivors of the Isbrandtsen Liner FLYING ENTERPRISE whom she had plucked from the deep while standing by that stricken vessel as Captain Kurt Carlsen gave the order to abandon ship. Rear Admiral John M. Will, Commander of the Military Sea Transport Service, saw to it that the GREELY got her own hero's welcome. Her present master, Captain Neil Olson of the MSTS, and 18 of his crew who manned the two lifeboats which took aboard the FLYING ENTERPRISE survivors, are to receive the Navy Distinguished Service Award, highest honor which can be conferred by the Navy Department upon civilians.

For the article reprinted on the ensuing two pages, our readers have their fellow member D. Cameron Peck of Chicago to thank. Believing that it will give others as much enjoyment as it has him, Mr. Peck has asked that we republish it at his expense, as a gift to the Society at large. We are happy to do so, for we think there is a universality about this description of the first stirrings-to-life of winterbound pleasure steamers which will make it as warmly appealing to all who have ever been on terms of intimacy with steamboats on this side of the Atlantic as it could be to British paddle steamer enthusiasts. "Steamers Out Of Season" first appeared in Punch (London), February 28, 1951, and is here reprinted by permission of that magazine.

For The Blue Pencil! RWS quite properly takes us to task for two features of our Upper Ottawa item (credited to him) on page 87, December. First, "Aylmer, Ont." should read "Aylmer, Que." --our error. Second, a too-literal following of the news clipping he sent led us to the silly claim that QUEEN OF DESCHENES (1837) was Canada's first "inland waters" steamer. He now sends an imposing list of earlier Canadian steamers, including 8 for the Ottawa; one each for the Rideau Canal and Lake Simcoe. He has verified "over 40" pre-1837 steamers on the St. Lawrence. So--in whatever sense our "source" used "inland waters"--it and we were wrong!

F. Alden Miller of St. Petersburg, Florida, writes, "Last issue showed SANDY HOOK as from Cramp's. Actually, she was built by Harlan & Hollingsworth. MONMOUTH came from Cramp's. A great uncle of mine designed MONMOUTH, while my granddad was supt. of construction."

Sincere apologies to Alexander Crosby Brown for inadvertently omitting from the December Bill the title of his thesis from which our leading article was an extract. It is Notes on the Origins of Iron Shipbuilding in the United States, 1825-1861 (June, 1951). Another excerpt is due to appear in an early issue of the Georgia Historical Quarterly.

STEAMERS OUT OF SEASON

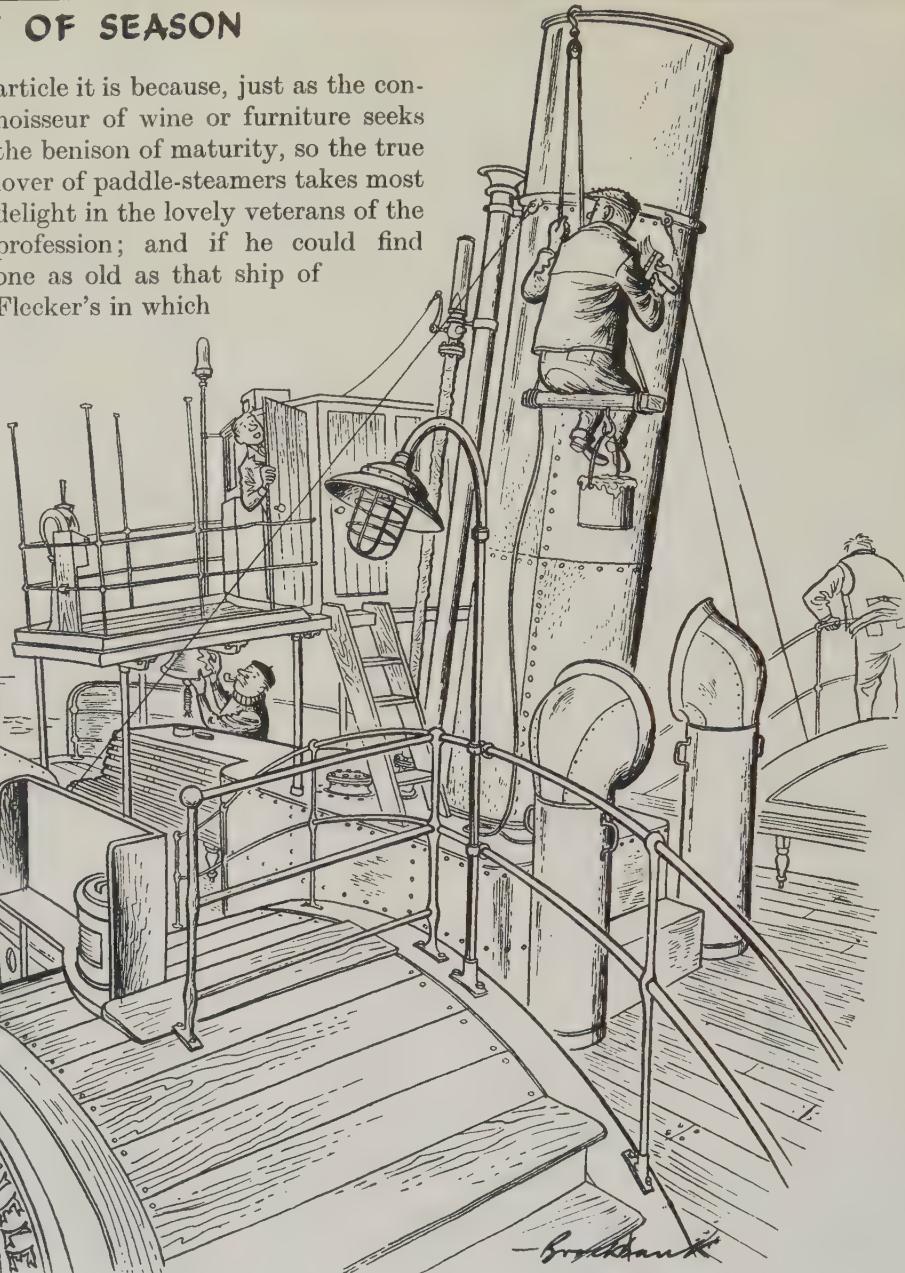
KIPLING could have told you what they were saying. His ear knew the small-talk of machinery, and for him the voices of the dock-yard would have spoken in characteristic phrases—

"Think you could make that run again, *Empress*?"

"Might. There's a deal of life yet in these old oscillating cylinders of mine."

There would be strange salty oaths—"Pump my bilges!"—and one of the ships would keep moaning "*Ai—ai!*" because many years before she had bumped into Hastings Pier in a flat calm and ruined an

article it is because, just as the connoisseur of wine or furniture seeks the benison of maturity, so the true lover of paddle-steamers takes most delight in the lovely veterans of the profession; and if he could find one as old as that ship of Flecker's in which



angling competition, and could never forget it.

They would have much to talk about, these old paddle-steamers, if they could talk, and adequate time to talk in, for the season runs from June to September, more or less, and October to May they spend in their dressing-rooms titivating for the new season.

Take these three old ladies, wintering at Weymouth. Reading from left to right—from port to starboard, that is—they are P.S. *Victoria*, P.S. *Empress* and P.S. *Emperor of India*. P.S. stands for—oh, you'd guessed. Sorry.

Empress is the oldest of the three. If age is stressed somewhat in this

*That talkative, bald-headed seaman
came
From Troy's doom-laden shore,
And with great lies about his
wooden horse
Set the crew laughing, and forgot
his course*

he would swarm aboard her with never a thought that she might take him to Circe's island instead of Lulworth Cove or, as Flecker suggested, break into leaf along the woodwork.

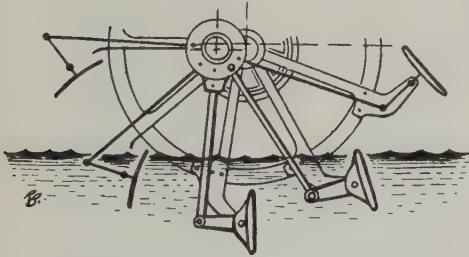
Empress, then, was built in 1879; she has an iron hull and reciprocating engines that have only one counterpart in Great Britain, or possibly anywhere. Once she had a bell-mouthed funnel, too, but alas, that has been sacrificed to progress.

Victoria is five years younger. Visualize a seventy-year-old railway engine; visualize a motor-car only fifty years old, an aeroplane twenty, and you can get an idea of how admirably those shipbuilders worked. *Victoria* has the other surviving reciprocating engine, but she is made of steel, a new-fangled innovation which she introduced to the Weymouth fleet. *Emperor of India* is a chit of a girl, built as recently as 1906; she is given to modern ways, too, burns oil instead of coal, and soldiered in two wars, serving as minesweeper and A.A. ship. Also her owners have just built her a new covered bridge and re-panelled her saloon in cedarwood,

Victoria and *Empress*, whose bridges are of iron rails and canvas, might express themselves in rather unladylike terms on the subject.

Still, *Empress* had her moment, when, for the film of *Great Expectations*, she was tricked out with a built-up bridge and quarter-deck, a greatly-elongated funnel and a figurehead in the bows, and set to run down a rowing-boat in the river. True, she could only be looked at from the port side, the starboard not having been similarly treated; but for all we know the same may be true of Ava Gardner.

None of them looks particularly saucy at the moment, anyway. They have silly little conical hats on their funnels to keep the elements out; their paintwork and their brass are dull, and if you go down to the saloons you will find all the furniture stripped and piled up in heaps.



Stroudley's feathering paddle wheel
1880

The engines are screened with canvas, and a casual paper bag, a seaman's cap, a pad of indents for coal and stores, and a tin mug lie about in the engine-room.

Much will be done before the new season begins. First, the bilges must be cleaned out by pumping, and by manual labour when the pumps have done all they can. Then each ship in turn will go up on the slip to have her bottom scraped and her hull examined. Once in every four years she will have a special survey in which all the plates are drilled to test their thickness, and replacements made as necessary.

Then men on ladders will paint the funnel and the upper works, and men suspended over the side on sling-seats will paint the hull. The decks will be caulked, the life-boats tested and their equipment checked; and down below men will

be overhauling those ageless engines. All this must be done every year before the passenger licence is renewed.

Finally, the real titivation begins; the upholstery in the saloon is spring-cleaned, and everything tidied up and put back into place, so that the shambles below decks burgeons into the bright, friendly scene we know as we trundle along to Swanage or Bournemouth. And, most important, the catering side is dealt with, the galleys and the linen and the crockery are prepared for next season's luncheons, dinners and teas. The company does its own catering, and sets a very high standard.

On the slip at present is *Consul* (aged fifty-five), who is having her four-yearly waterline survey. Some of her plates have been removed, and through the gaps an expert can see how the stem has been reinforced to enable her to perform this fleet's speciality, their imitation of a landing-craft at Lulworth Cove. They simply drive straight up on to the beach until they ground: an impressive, if somewhat startling, act.

Here on the slip the very flat bottom can be seen, one of the great advantages these ships have for coastal work. You can examine, too, the feathering mechanism of the paddle-floats, a simple refinement which gives them the same action as a swimmer's hand.

Not at Weymouth only, but in the Thames, at Southampton, in the Clyde and the Bristol Channel these activities are going on. But it should not be thought that all paddle-ships are purely pleasure craft, sailing in a permanent aura of light music, bunting and ever-open bars. You will not, it is true, find them butting through the Channel with a cargo of firewood, iron-ware and cheap tin

trays. But there is certainly one cargo paddle-steamer in service; and since she was built in 1876 and still has indefinite life in her, and since she is probably the only ship



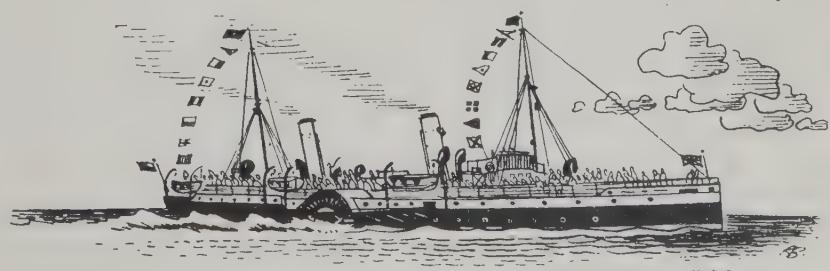
of her kind, she is worth a glance before we go.

Here she is, the *Lord Elgin*, running fifty tons of cargo daily between Southampton and Cowes, with a derrick aft of the funnel and a hold where the saloon ought to be. Captain Sewley, her skipper, has been in her for twenty-eight years; his father was A.B. in her before him, and his brother sold chocolates in her as a boy in the days when she carried something other than drums and packing-cases and cars and livestock. Captain Sewley has a very proper pride in his unique command.

Nor should it be thought that all pleasure-steamers are paddle-ships. But to those of us who see no virtue in a streamlined toaster the true quintessence of pleasure-cruising can only be obtained with a narrow, sharp bow ahead and a plashing paddle on either side and a pair of monster pistons hissing and plunging down below; and we can hardly wait for these old ladies to break out once again from their annual chrysalises and come alongside the pier for the start of the new season.

B. A. YOUNG

PUNCH, February 28 1951



Persons An untimely death January 18, 1952, took away Randall V. Mills, Associate Editor of Steamboat Bill, University of Oregon professor, and one of the country's leading authorities on transportation history. He was born July 22, 1907, at Mt. Sterling, Wisconsin, and attended Arizona and California public schools. A student at the University of California at Los Angeles, he received his baccalaureate degree in 1929, his master's in 1931. His first job after school was as an accountant with the McCormick Steamship Company. In 1933, he was a teacher at the University of California at Berkeley. He had been at the University of Oregon since 1938.

He is survived by his widow, the former Hazel I. Emery of Long Beach, California, and his father, William J. Mills of Saratoga, California.

One of Randall Mills' favorite pursuits was tracking down origins of place names. Scanning the news columns and classified ads, he often said with a chuckle, "We'd better run that one down." A call to the source of the item or the desk man on the newspaper would give him a lead, and nothing would deter his pursuit until he could speak authoritatively on "where it came from."

His popularity as a teacher stemmed from his interest in history and the rare sense of humor which permeated his lectures. He was a regular contributor to numerous periodicals, a member of many historical and transportation societies, and president of the Oregon Folklore Society activated in Eugene last October. His loss to all these societies to which he lent his knowledge is irreparable, his loss to the University will long be felt, but the real loss in the death of Randall Mills is to the world. Would that we had more like him--a person passionately interested in what "makes people tick," why we do things as we do, what is the story behind the story, and "Where did that word come from?" --Dan H. Sellard, City Editor, Eugene Register-Guard.

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In Randall V. Mills, the Society lost one of its most enthusiastic and useful members. Rand was a professor of English, and an exceptionally good one. Beyond his field of teaching, however, he found room for an amazingly wide range of interests, and he did significant work in a great many of them. The history, literature, folklore, and vocabulary of the West all received his serious attention. He was an outstanding expert on the history of transportation in the Pacific Northwest. Railroads and interurban lines as well as steamers were within his capacious purview. All phases of maritime affairs--naval as well as mercantile, deep water as well as inland, sail as well as steam--interested him. He knew a great deal about all of them, too. Here, as in many other of his concerns, his wife, Hazel Emery Mills--herself a trained historical scholar and writer--worked with him closely and effectively.

He was an accomplished writer, and his admirable books, Sternwheelers Up Columbia and Railroads Down The Valleys, as well as scholarly yet delightfully written articles in these and other fields, bear witness to his attainments. His services to the Society through Steamboat Bill were of the first importance.

Above all, Rand was a great person. Of a sunny disposition, possessed of a delightful, wry wit, he was always interested in the work of others and generously ready to encourage and assist in it. Generations of University of Oregon undergraduates gained insight into the joys of writing and research in the work in which he guided them. Those who were privileged to know him as a friend will long miss him, and will be forever grateful that it fell to them to steer a course near his for a while.

--John Haskell Kemble.



Inland Rivers

Here is another GRAND REPUBLIC--even grander than the famous New York excursion steamer shown in our December issue (p. 87). Each was a mighty boat in her time and sphere; but the Mississippi packet had the edge in length (by fifty feet)--and certainly in ornateness. This big fellow, 85440, was rebuilt out of GREAT REPUBLIC 10787 of 1866/7, called by Frederick Way, Jr. (SB,vii:1), "the greatest of all Mississippi packets." Expensively rebuilt, and renamed, in 1876, she burned the next year, only a few months before her New York namesake appeared. For more about her, by Roy Barkhau, see SB,vi:29-30.

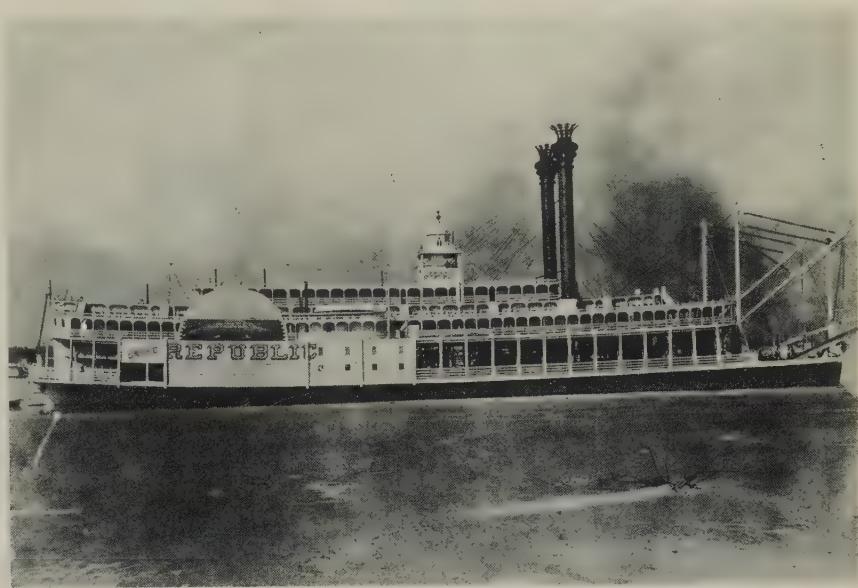
Early December brought the profoundly unhappy news that GORDON C. GREENE a CAPE GIRARDEAU, last cruise steamer of the true Mississippi packet type, will not be operated in 1952 by her owners, Greene Line Steamers of Cincinnati. Their DELTA QUEEN will be the only overnight passenger boat on the rivers. She left Cincinnati for New Orleans and the Mardi Gras on February 16.

The towboat crop is still all diesel: ALAMO, Coyle, 1000 hp.; B.F.FAIRLESS, U.S.Steel, 1066; COAL KING, Mid-Continent Barge, 1800; E. C. MARSHALL, Freeport Sulphur, 800; H. F. DE BARDELLEBEN III, Coyle, 1000; JERRY WAXLER, Wax Oil, 1200; LORENE E., Capt. Charles N. Drake; PERE MARQUETTE, Commercial Petroleum & Transport, 900; SOUTHLAND, Southland Towing, 1800; VALTO, Valley Towing, 1800. E. C. MARSHALL and the Coyle twins are "tug-towboats," planned either to push or to pull barges.

The commissioning of the new B.F. FAIRLESS marks a further invasion by diesel of the Ohio-Monongahela coal and steel towing fleets, last stronghold of the sternwheel steamer. She displaces such a steamer, CLAIRTON, and deprives another of a name: the steamer B. F. FAIRLESS a YOUGHIOGHENY, which will be rechristened c CLAIRTON.

Two more sternwheelers fallen by the wayside are Jones & Laughlin's 42-year-old wooden-hulled VULCAN, being dismantled on the Monongahela, and the Shearer towboat O. F. SHEARER a VICTORY, whose steel hull will become a shop boat on the Kanawha. The hulk of a third, A. B. SHEETS a LA BELLE, burned December 12 at Pittsburgh.

The diesel towboat JANE SMITH, which sank with loss of several lives May 19, 1950, in water over 100' deep, after striking an Atchafalaya River bridge, was raised October 21, 1951, and



GRAND REPUBLIC --Courtesy of Frederick Way, Jr.

at year's end was being rebuilt.

The steamboat world suffered a heavy loss December 11, in the death at St.Louis of Captain William C. Lepper. In more than half a century of active connection with and interest in river activities, he had commanded, managed, and salvaged steamboats, attained prominence as a marine insurance man, and contributed to steamboat literature his popular memoirs, Down Memory Lane With Billy Lepper. "No riverman of his day," said The Waterways Journal, "was more widely known or held in higher esteem."

Two lately-renamed diesel towboats are SINCLAIR ST.LOUIS a MATTIE P.SIMPSON and DIXIELAND a JOAN MAHER.

The old Billy Bryant Showboat sank in December at Huntington, where she had been tied up since her theatrical voyaging ended. She is being scrapped.

Note from New Brunswick, N.J., in Acadian Recorder (Halifax, N.S.), Feb.13, 1830: "DEER HUNT BY STEAM! ---On Monday last, as the steam boat TRENTON was on her passage from this city to New York, the pilot discovered a deer swimming across the Raritan near Sandy Point. Chase was given by the steam boat, and he was run down. Not being disabled, the small boat was manned and in pursuit [sic]. One man jumped overboard and attacking the deer in the river, they succeeded in capturing a famous buck, weighing 130 pounds."

--HC,Jr

Great Lakes

The new flagship of the Michigan State Highway Department fleet at the Straits of Mackinac, the 360' diesel VACATIONLAND, made her first regular sailing January 13, after a midwinter maiden voyage from Detroit to St. Ignace, Michigan. She is the first motorship of the fleet, its first double-ender, and its first "full" icebreaker (heretofore, heavy ice conditions have been met by chartering CHIEF WAWATAM or SAINTE MARIE, the icebreaking railroad carferries at the Straits). In spite of the limitations imposed by her being double-ended, her designers have contrived to make her moderately attractive to the eye, with gracefully faired pilot house structures and two truncated cone stacks. She cost \$4,600,000, and carries 150 cars at 16½ miles per hour.

Other newcomers to the Lakes include the 666' self-unloading limestone carrier JOHN G. MUNSON, launched at Manitowoc for the Bradley Transportation Company November 28, and the 664' SIR JAMES DUNN, largest ship ever built in Canada, launched at Port Arthur for Canada Steamship Lines early in December. A sistership, Hull 110, was laid down at Port Arthur January 8.

TROY H. BROWNING a SCOTT E. LAND, third Nicholson-Universal C4 conversion, arrived at Chicago November 28, after being towed up the Mississippi and Illinois by the American Barge Lines steamer GUADALCANAL.

One well-loved Great Lakes passenger boat has ended her career, and another seems on the point of doing so. OCTORARA, former cruise ship of the Great Lakes Transit Company, which was an inter-island troopship in the Pacific during the war, and has since lain in the Suisun Bay Reserve Fleet, is to be scrapped. And CAYUGA, the fleet and lovely two-stacker of Canada Steamship's Toronto-Niagara-Queenston line, will not run, it is announced, in 1952. So dies Lake Ontario's last passenger run.

A new company, headed by Troy H. Browning, president of Nicholson-Universal and Browning Steamship Companies, is being formed to operate nine 250' N-1 type freighters between Detroit and European ports.

Chief among numerous victims of the storm which swept the lower St. Lawrence November 27 was the Canadian lake freighter JOHN H. PRICE, of the Hall Corporation. The gale tore her from her dock at the Gaspe port of Ste. Anne des Monts and threw her on a reef. The entire crew escaped. She had just finished loading pulpwood for her last trip of the season, to Waddington, N.Y.

Three Montreal vessels, the bulk freighter CAPTAIN C. D. SECORD a S. B. WAY, the tug LACHINE, and the barge AL-

Rev. Canon F. C. St. Clair, Editor
514 N. Eighth St., Manitowoc, Wis.



VACATIONLAND

--Courtesy Mich. State Highway Dept.

FRED KRUPP, all of the Mohawk Navigation Company, figured in the happy ending to a near-tragedy in a Lake Superior storm October 31. LACHINE had been forced to cut the barge adrift in mid-lake, but stood by her until the SECORD, upbound in ballast, arrived. Her Captain J.A. Felker succeeded in getting a line aboard the barge by rocket gun, and towed her to the Soo. Both freighter and barge are former American ships more than fifty years old.

Six days later, MOHAWK DEER a L.C. WALDO b RIVERTON, another 55-year-old ex-American which until recently belonged to the same fleet as the KRUPP and SECORD, rammed and damaged a pier at Port Colborne, Ontario, to wind up a trip on which her master, Captain Harry Finn, had collapsed and died in his cabin. He had at one time commanded the Tree Liner PINEBAY (see page 4, above).

Imperial Oil is building a third "super-tanker," IMPERIAL WOODBEND. She is due out in April.

Bethlehem Steel has launched the first (JOHNSTOWN) of two lake ships it is building at its Sparrows Point yard.

The current drive to expand lake cargo tonnage has involved more than one novelty. The Detroit Marine Historian reports a striking instance: "When the new Cleveland Cliffs freighter EDWARD B. GREENE was floated out of the drydock at Toledo where she was built, her engines and boilers had been put in, and, with a full head of steam up, she blew herself a salute!"

High Seas

Stephan Gmelin,
Editor
1 Indian Spring Rd., Cranford, N.J.

WHALERS FROM MERCHANT SHIPS

Few of us may realize that, before the evolution of the modern especially designed whaler, many merchant ships, including some well-known passenger liners, were converted to whalers, with slipways at the stern to bring their giant game to the deck. A list of some of these conversions follows, original names being given first. Readers are invited to send in additional information.

ATHENIC (1901), White Star, b PELAGOS (Norwegian whaler, 1928).
 CARDIGANSHIRE (1913), Royal Mail, b SALVESTRIA (South Georgia Co., Ltd., 1929).
 CARMARTHENSHIRE (1915), Royal Mail, b SOURABAYA (South Georgia Co., Ltd., 1929).
 CARDIGANSHIRE and CARMARTHENSHIRE were sister ships.
 CUSTODIAN (1900), T. & J. Harrison, b N. T. NIELSEN-ALONSO (Norwegian).
 COLONIA (1902), British cable vessel, b THOROD c SYDIS d SUEDMEER (Hamburger Walfang, German, 1937).
 HIGHLAND ENTERPRISE (1903), Nelson, b NORTHLAND c THORLAND (Thorland, Ltd.).
 LOTHRINGEN (1906), Norddeutscher Lloyd, b MOORA c SOUTHERN KING d SALUTA (South Georgia Co., Ltd., 1936).
 MAHRONDA (1905), Brocklebank, b SIR JAMES CLARK ROSS (Norwegian).
 MEDIC (1899), White Star, b HEKTORIA (Norwegian).
 MONTCALM (1897), Elder Dempster. After flying Canadian Pacific and Leyland colors, she became b REY ALFONSO (Norwegian whaler, 1923) c ANGLO-NORSE d POLAR CHIEF e EMPIRE CHIEF (British Ministry of Shipping, 1941).
 OMSK (1898), Russian Volunteer Fleet, b LANCING (Norwegian). First whale factory ship to be equipped with the stern slipway.
 POLITICIAN (1899), T. & J. Harrison, b CORONDA (South Georgia Co., Ltd.).
 POTSDAM (1900), Holland America, b STOCKHOLM, Swedish American, c SOLGLIMT (Nor.).
 RAGLAN CASTLE (1897), Union Line. After several name changes, capsized and sank in 1929, being rebuilt into whale factory ship READY in 1930.
 RUNIC (1900), White Star, b NEW SEVILLA (South Georgia Co., Ltd., 1930).
 SAN GREGORIO (1913), Eagle Oil Co., Ltd., b C. A. LARSEN (Norwegian). Being a former tanker with engines aft, was rebuilt with whale slipway in bow.
 SAN LORENZO (1914) b OLE WEGGER (Norwegian, 1928). Condemned after stranding in second world war.
 SAN NAZARIO (1914), Eagle Oil, b THORSAMMER (Norwegian). Slipway at stern.
 SEVILLA (1900), Hamburg America. Converted (same name) for So. Georgia Co., Ltd.
 SUEVIC (1901), White Star. Ran aground on Lizard, 1907. After section refloated and added to new bow, in first operation of kind ever undertaken. Became b SKYTTEREN (Norwegian, 1928). Torpedoed, April, 1942.



RUNIC as a White Star Liner and as the Whaleship NEW SEVILLA

Casualties: The Danish passenger ship ERRIA (1932) was swept by fire in the estuary of the Columbia River, with a loss of 11 lives, December 20. It is reported she will return to Denmark for reconditioning as a passenger or cargo

ship. Winter storms on the Atlantic have taken their toll of ships. First, and most in the limelight was FLYING ENTERPRISE (1944) a CAPE KUMUKAKI of Isbrandtsen Line, which after damage by heavy seas in late December, managed

to stay afloat more than a week with only her captain aboard. Finally, while under tow to Falmouth, England, she founded. On the Delaware, December 30, the tanker FLYING A (1941) collided in fog with the freighter DOROTHY HAND. Damage was minor. On the Pacific, PENNSYLVANIA (1944) a LUXEMBOURG VICTORY was lost with all hands in a January gale northwest of Vancouver I. Farther south, in November, GEORGE WALTON (1943) was destroyed by fire off Washington after all her crew got off safely.

Scuttlebutt: The 404' SILVERSTAR (1943), to be operated by Bernstein in a weekly cruise service from Miami to Havana and Vera Cruz, is reportedly a rebuilt British landing craft. Bids have been opened by the Maritime Administration for the scrapping of four former merchant ships, some of them popular liners of pre-war years. They are SEMINOLE (1925), Clyde Line; WHARTON (1921) a SOUTHERN CROSS (Munson

Line); REPUBLIC (1907) a PRESIDENT GRANT, famous German and American transatlantic liner; and CARINA (1942) a DAVID DAVIS (Liberty EC-2). The latter was irreparably damaged by a Japanese Kamikaze plane in 1945. American Export Lines' LA GUARDIA a GENERAL W.P.RICHARDSON, has been transferred to the Pacific as a transport in the U.S. Military Sea Transport Service.

Ship Sales: FAIRFAX (1926) former Merchants & Miners liner, sold to China after the war (SB, iiii:421), is now BINTANG SAMUDRA (Indonesia). LIGURIA (1914) a HILDA WOERMANN, is now Panamanian CORSICA. She ran aground in the upper Hudson recently while en route to Albany to load cargo. ASAKASAN MARU (1937), first Mitsui Line ship to resume trade from Japan to New York, was formerly TALISMAN (Norwegian). It was reported December 14 that Elder Dempster had offered 6,000,000 pounds sterling for the Henderson Line.

Atlantic Seaboard

In January the Hudson River Day Line applied to the ICC and the State PSC for authority to operate limited service from New York City to Catskill.

SIGHTSEER a CELT b SACHEM, one of the Circle Line's "Around Manhattan" diesels, was at Caddell's yard, West Brighton, S.I., for overhaul, November 11.

The Philadelphia and Camden ferry announces it will end service March 31.

The converted war hull which the Wilson Line has had on the ways at Wilmington has been launched. In January the frames for her superstructure were in place. No name has been announced.

The former Atlantic City Railroad (Reading System) station and ferryhouse at Kaighn's Point, Camden, is now a Boscul Coffee warehouse. Many door openings have been filled in, so that this practically windowless yellow brick building, with a neon sign across the top facing the Delaware, now looks like a modernistic cheese box.

ATLANTIC SEABOARD (New England-Canada), Doris V. Green, Editor, 126 Broad Street, Groton, Connecticut

The Hull Board of Selectmen voted February 6 to award a 5-year franchise between Boston and Nantasket to the Wilson Line of Massachusetts. One vessel to be employed in the service is PILGRIM BELLE a BRANDYWINE. --RWG

This seems, at a stroke, to sweep the "old Nantasket boats" from Boston

Harry Cotterell, Jr., Editor
36 Alexander St., Newark 6, N.J.

harbor. The fact that they wintered at Baltimore this year instead of Nantasket has prompted much speculation; although no clear statement of their fate has yet been made public. They include two former Hudson River night boats, NANTASKET a NEWBURGH and ALLERTON a HOMER RAMSDELL, both well into their seventies. Also scuttled, it would appear, is the hopeful rumor that Boston might again see a sidewheeler--ROBERT E. LEE a DORCHESTER, Wills-owned, like the Nantasket fleet.

MOHAWK a ANNE ARUNDEL, after lying at a Dorchester junkyard for two years following her retirement from the Nantasket Line, has gone to Baltimore for conversion to a barge. En route, February 9, she put into New Bedford to wait for better weather.

During the night of December 22-23, the diesel passenger boat LADY LATOUR



LADY LATOUR, Saint John, August 6, 1951
--Photo by CBM

TOUR, which only last summer revived service on the Saint John River after a lapse of five years, was destroyed by explosion and fire at Saint John, N.B. A converted Canadian Navy Fairmile, she was owned by the Intercity Navigation Company. With her went the rest of their "fleet," the small cruiser BLUEWATER III.

Under freak conditions of fog and tide, CHARLES A. DUNNING a SANKATY ran on Gull Reef off Caribou, N. S., in October, and stayed there 24 hours. Passengers were landed promptly--except for one man who locked himself up in his car! Northumberland Ferries will again run the DUNNING and PRINCE NOVA in 1952.

Strike two Eastern Steamship alumnae from New England's rolls. YA SUNG a CAMDEN b COMET was broken up at Hong Kong late in 1950. And MIGET a LAKE FLORAVISTA b FALMOUTH c PINTA will not be seen again in the Cape Cod Canal, as she was in the 1930's. Now Panamanian, she was en route from New York to Brazil with a wheat cargo February 3, when an off-season tropical gale tossed her on Portsmouth Island, 20 miles southwest of Hatteras. She broke in two after her crew got safely ashore.

On November 28, the trawler LYNN sank in collision with the tanker VENTURA in Broad Sound, Boston Harbor. Of her crew of 17, 15 died. Her hulk has been bought by the Gulf Salvage Company of Key West, and an attempt will be made to raise her in April or May.--RWG

New Bedford, which once had five sailings a day (in summer) to Martha's Vineyard and Nantucket, came within an ace of having none this winter. The state-operated Steamship Authority voted to cut out New Bedford and Oak Bluffs for the winter, beginning January 2, but reversed itself at the last minute.

Two well-known and warmly esteemed New England steamboatmen died in the fall: Captain George W. McVay of Providence and Captain John McEwan of Newport, Vermont. The former commanded the steamers which figured in two of New England's greatest marine tragedies, LARCHMONT (sunk in collision, 1907) and MACKINAC (exploded, 1925). Captain McEwan for years commanded Lake Memphremagog's famous LADY OF THE LAKE.

Shattered by a New England storm reminiscent of 1898, the tankers PEN-DETTON and FORT MERCER broke in half almost simultaneously off Cape Cod February 18, with a loss of 14 lives.



CORNWALLIS

--Photo by E. P. Griffith

ATLANTIC SEABOARD (Chesapeake Bay and South), John L. Lochhead, Editor, Mariners' Museum, Newport News, Virginia

The spring of 1952 will see the end of another ferry service, with the opening of the bridge over the York River between Yorktown and Gloucester Point. The franchise for a ferry here was originally granted in the 1870's to William Ashe of Gloucester Point. Up to about the time his son took over in 1918, the ferry was only a small flat skiff and a "horse boat"--a big Staten Island skiff for horses and rigs.

It has been an internal combustion affair ever since its first power ferry, CORNWALLIS (above), entered service in 1918. In 1925 she was replaced by YORK and sent to Georgetown, South Carolina. YORK was joined in 1931 by PALMETTO, which was sold in 1939 and journeyed to Rio de Janeiro under her own power.

PALMETTO was replaced by MISS WASHINGTON. GLOUCESTER was added in 1941, and VIRGINIA a CITY OF BURLINGTON --formerly of Lake Champlain's "Streamlined Ferry"--in 1942. MISS WASHINGTON went to the Rappahannock. YORK and VIRGINIA compose the present fleet.

Steamboating suffered heavy losses during the last few months in the Hampton Roads area. Norfolk's oldest steamer, MEMPHIS a CITY OF CHESTER, built (said the local paper) "seven years after the Surrender," was taken to Colonna's Shipyard in January to be scrapped for the scant 45 tons of metal in her wooden hull. She ran as recently as last summer on the Norfolk-Pinners Point route, where she used to carry passengers.

WAUKETA left Newport News February 23, for a Baltimore scrapyard.

Last fall the walking-beam ferry NEW YORK was taken from Berkley, where she had been idle since 1950, to Wil-

mington, N. C., for conversion to an American Package Corp. pulpwood barge. The sidewheel ferry CHESAPEAKE a BUFFALO was towed to a Baltimore scrap-yard, and her mate SEAWELLS POINT a OHIO, stripped to the main deck. NEWPORT NEWS returned after conversion to diesel at Camden. When WARWICK is converted, probably by summer, CITY OF RICHMOND a VIRGINIA, sole walking-beam double-ender left on this coast, will no doubt be broken up.

The former Old Bay Liner STATE OF VIRGINIA, laid up near Beaumont, Texas, will be sold for scrap, as her sister STATE OF MARYLAND was last year. Both were considerably altered for war service in the West Indies.

Two veteran colliers converted to barges have ended on the junk pile: AJAX a LEWIS K. THURLOW and WALTER D. NOYES. The collier JAMES ELLWOOD JONES a ABSECON is now J.T. SHERIDAN in the fertilizer trade to San Juan.

The old Coast Guard Cutter PAMlico, once the pride of the North Carolina Sounds, is now a barge carrying grain from North Carolina to Baltimore.

The Old Dominion Liner BRANDON, built 1902 for service between Norfolk and Richmond, later on the St. Lawrence as YONDA L. and RIVIÈRE DU LOUP, is now (Lloyd's, 1951-2) SIMEON, owned by the Pan-American Steamship Corp. of Panama and registered under the Honduran flag.

Graham Wood reports that in November MADISONVILLE, idle several years at Baltimore, was being readied to relieve MAYFAIR on the Statue of Liberty run, which she herself served before the war.

Captain Jefferson W. Fields, 89, veteran excursion boat master, died in September. One of his favorite steamboats

was KITTY KNIGHT on the Baltimore-Fairview run. He last commanded BAY BELLE.

A severe storm October 4 made CITY OF NORFOLK turn back to Baltimore. Rarely do Old Bay Liners miss a trip.

With the Chesapeake Bay bridge due for July completion, a scheme has been advanced for using the ferries now on the Matapeake-Sandy Point run on a proposed service between Crisfield and St. Mary's County or Solomon's on the Western Shore. Opponents say the ferries are not suited for the often rugged weather on this four-hour run.

The Seatrain Lines were granted temporary authority November 14 to carry commodities generally between New York and Savannah until May 30. SEATRAIN HAVANA began the service from New York November 30, and was renamed SEATRAIN SAVANNAH on arrival.

Carl Brown of Hollywood, Fla., reports a revival of cruise ships from Miami. Besides SILVERSTAR (see p.20), NUEVO DOMINICANO a NORTHLAND b NEW NORTHLAND, newly reconditioned, resumed West Indies cruises in January. Peninsula & Occidental's FLORIDA offered three sailings weekly to Havana.

Heralded as the world's largest carferry, NEW GRAND HAVEN was delivered in 1951 by Canadian Vickers of Montreal to the West India Fruit & Steamship Company for West Palm Beach-Havana service. She is 435' between perpendiculars and can carry 40 freight cars at 17½ knots. Her Skinner Unaflow engines develop 5320 ihp. She will handle as much freight per month as two of the line's other carferries--GRAND HAVEN, HENRY M. FLAGLER, and JOSEPH R. PARROTT. This fleet has been equipped to carry a limited number of passengers.

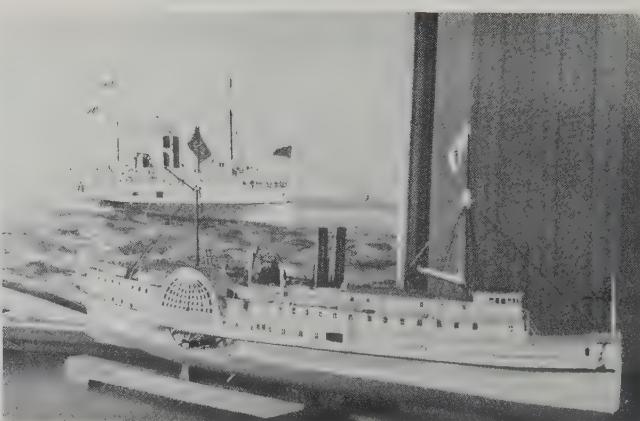
Would like to hear from anyone having photos of Elder Dempster ships. Michael H. Smye, Hollylodge, Leighton Road, Neston, Wirral, England.

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John Dodge, His Liberty, And His PORTLANDS. See page 28.



West Coast

On January 15, 1952, the Spokane, Portland, & Seattle Railway branch from Portland to Astoria and Seaside saw its last passenger train. The line follows the Willamette 7 miles to its mouth at Linnton, then Columbia Slough west of Sauvie's Island to St. Helens and Goble, where the Northern Pacific's big iron sidewheel double-ended train ferry TACOMA used to cross to Kalama. Passing lumber camps and river settlements, it reaches Astoria at 99.7 miles. Next it crosses Young's Bay on a trestle to Warrenton. Here a spur runs off to Flavel, whence, for a time before going to the Government in the first world war, GREAT NORTHERN and NORTHERN PACIFIC of the Great Northern Pacific Steamship Company sailed for San Francisco, giving service almost as fast as the direct Portland-San Francisco rail line. From Warrenton, Clatsop Beach is followed to Gearhart and Seaside.

On weekends and holidays, and during summer vacation, the rush was to the seashore, by day boat and by night boat--palaces like EMMA HAYWARD, DIXIE THOMPSON, S.G.REED, TELEPHONE, and the sidewheel T. J. POTTER. At Astoria one transferred to smaller boats for Clatsop Landing on Young's Bay at the mouth of the Lewis & Clark River. In 1862, JENNIE CLARK had gone up this stream to Fort Clatsop; but the landing at the mouth appears to have been generally used, the rest of the trip being made by carriage, on horseback, or afoot. Small sailboats were used on the Skipanon River, but attempts at steamboating met with little success.

By the 1930's, the Oregon-Washington Railroad & Navigation Company had only the Astoria-Megler auto ferry left of their great Oregon Railroad & Navigation Company fleet (this ferry is now operated by the State Highway Department). Service on the lower river was being given by the Harkins Transportation Company with GEORGIANA, LURLINE, UNDINE, and BEAVER. In 1931, LURLINE was dismantled, her cabin going to the new Harkins motorship L.P.HOSFORD, which plied the same route. The screw steamer AMERICA, shown at right, was well known on the slough route to St. Helens, and on the Astoria route.

Bend Of The River, Universal-International Technicolor film with James Stewart, has the Shaver sternwheeler HENDERSON in an important role as "the RIVER QUEEN." In connection with the world premiere held in Portland, a race was run between HENDERSON and the big steel sternwheeler PORTLAND. The older HENDERSON made the 3.6 miles in 19 minutes 2 seconds against the current--13.2 miles per hour--to win by a length. The course was east of Sauvie's Island, just below the mouth of the Willamette. Whether "staged" or not, the "race" was a thrilling sight to the hundreds on shore and in the yacht flotilla.

The sternwheeler PETALUMA, which, on August 24, 1950, brought an end to sternwheel steamboating on San Francisco Bay, became on December 21, 1951, the newest Oakland restaurant. Towed to Sacramento after several months tied up at Petaluma, she became a machine shop for the River Lines, but was shortly returned to the Oakland Estuary, and is now permanently moored at Jack London Square, near the foot of Broadway.

Robert W. Parkinson, Editor
3051 Shattuck Ave., Berkeley, Cal.



AMERICA Leaving Portland For St. Helens
--Courtesy Captain L. C. Hosford

The 59-year-old motor vessel SAN JOAQUIN a DAUNTLESS, originally a stern-wheel steamer, was sunk in collision with the tug SOLANO about 11:30 P.M., November 2, off Van Sickle Island at the mouth of the Sacramento. Both craft were owned by the River Lines.

"Tomales [Cal.] June 11, 1883
Ed. [Marin County] Journal:

Also, tell us, to decide another wager, how is Saucelito spelled on the steamer of that name belonging to the narrow gauge?

(It is spelled Sausalito. The place was named from the willows that formerly abounded there, called in Spanish sausal, with the affix -ito, signifying small willow. Saucelito is a corruption. The restoration of the proper orthography, as it now appears on the steamer, Sausalito, was doubtless the work of the late M.S.Latham.)

Ed. Journal." As the above-named steamer, built in 1877, was destroyed by fire in 1883, she was not so well known as her sister SAN RAFAEL. Only known picture of her is the James Bard painting (SB, viii:38).

WEST COAST (Pacific Northwest), T.E. Sandry, Ed., 4232 Eastern Ave., Seattle, Wash.

Your correspondent was compelled to remain ashore this trip; but two other Puget Sound stalwarts more than make up the complement, and present the

PACIFIC COASTWISE FLEET OF THE CANADIAN PACIFIC RAILWAY, 1901-1951

A fleet list compiled February 15, 1951, by Robert C. Leithead and Lloyd M. Stadium, and published by courtesy of the Puget Sound Maritime Historical Society. All are steel hull passenger ships unless otherwise indicated. Abbreviations: A-Auto Ferry; F-Freighter; P-Sidewheel; W-Sternwheel; R,T,E, and D-Screw (Reciprocating, Turbine, Turbo-Electric, and Diesel, respectively); S-Stacks; IF-In Fleet.

AMUR <u>b</u>	FAMOUS (F)	(1890, Sunderland)	216'	1R 1S	IF1901-13	Sold Engines aft
BEAVER		(1898, Victoria)	140'	W 1S	IF1901-19	Sold
CHARMER <u>a</u>	PREMIER	(1887, San Francisco)	200'	1R 1S	IF1901-35	Sold
CITY OF NANAIMO		(1891, Vancouver)	159'	2R 1S	IF1905-12	Sold Wood
<u>b</u> BOWENA <u>c</u>	CHEAM					
DANUBE		(1869, Govan)	215'	1R 1S	IF1901-05	Sold Iron
<u>b</u> SALVOR <u>c</u>	NERVION (Spanish)					
ISLANDER		(1888, Yoker)	240'	2R 2S	IF1901	Sunk
ISLAND PRINCESS		(1913, Tacoma)	116'	1R 1S	IF1918-30	Sold Wood
<u>a</u> DAILY <u>c</u>	CY PECK					
JOAN <u>b</u>	BALLENA	(1892, Victoria)	176'	2R 1S	IF1905-14	Sold Wood
MAUDE		(1872, San Juan Island)	113'	1R 1S	IF1901-03	Sold Wood
MOTOR PRINCESS (A)		(1923, Esquimalt)	153'	2D 1S	IF1923-present	Wood 40cars
NOOTKA (F)		(1919, Port Arthur, Ont.)	251'	1R 1S	IF1926-50	Sold
<u>a</u> CANADIAN ADVENTURER <u>b</u>	EMPEROR OF PORT McNICOLL					
OTTER		(1900, Victoria)	128'	1R 1S	IF1901-31	Sold Wood
PRINCESS ADELAIDE		(1910, Glasgow)	290'	1R 1S	IF1910-49	Sold 6 cars
<u>b</u> ANGELICA (Greek)						
PRINCESS ALICE		(1911, Wallsend-on-Tyne)	290'	1R 1S	IF1911-49	Sold 8 cars
<u>b</u> AEGEON (Greek)						
PRINCESS BEATRICE		(1903, Victoria)	193'	1R 1S	IF1903-28	Sold Wood
PRINCESS CHARLOTTE		(1908, Glasgow)	330'	2R 3S	IF1908-50	Sold 15 cars
<u>b</u> MEDITERRANEAN (Greek)						
PRINCESS ELAINE		(1928, Clydebank)	291'	3T 3S	IF1928-present	60 cars
PRINCESS ELIZABETH		(1930, Glasgow)	353'	2R 3S	IF1930-present	50 cars
PRINCESS ENA (F)		(1907, Garston)	195'	1R 1S	IF1907-31	Sold
PRINCESS IRENE		(1914, Dumbarton)	395'	2T 3S	IF1914	To Government
PRINCESS JOAN		(1930, Glasgow)	353'	2R 3S	IF1930-present	50 cars
PRINCESS KATHLEEN		(1925, Clydebank)	350'	2T 3S	IF1925-present	30 cars
PRINCESS LOUISE		(1869, New York)	180'	P 1S	IF1901-06	Sold Wood
<u>a</u> OLYMPIA						
PRINCESS LOUISE		(1921, North Vancouver)	317'	1R 1S	IF1921-present	14 cars
PRINCESS MAQUINNA		(1913, Esquimalt)	232'	1R 1S	IF1913-present	6 cars
PRINCESS MARGARET		(1914, Dumbarton)	395'	2T 3S	IF1914	To Government
PRINCESS MARGUERITE		(1925, Clydebank)	350'	2T 3S	IF1925-42	Torpedoed 30cars
PRINCESS MARGUERITE		(1949, Glasgow)	359'	2E 2S	IF1949-present	70 cars
PRINCESS MARY		(1910, Paisley)	210'	2R 1S	IF1910-present	Rebuilt, 1914
PRINCESS MAY		(1888, Newcastle-on-Tyne)	249'	2R 1S	IF1901-19	Sold /16 cars
<u>a</u> CASS <u>b</u> ARTHUR <u>c</u>	NINGCHOW <u>d</u> HATING (Order uncertain--Probably <u>d</u> HATING)					
PRINCESS NORAH		(1928, Glasgow)	250'	1R 1S	IF1928-present	
PRINCESS OF NANAIMO		(1951, Glasgow)	337'	2T 1S	IF1951-present	130 cars
PRINCESS PATRICIA		(1902, Dumbarton)	270'	3T 2S	IF1912-37	Sold
<u>a</u> QUEEN ALEXANDRA						
PRINCESS PATRICIA		(1949, Glasgow)	359'	2E 2S	IF1949-present	70 cars
PRINCESS ROYAL		(1907, Esquimalt)	228'	1R 1S	IF1907-33	Sold Wood
PRINCESS SOPHIA		(1912, Paisley)	245'	1R 1S	IF1912-18	Sunk (See p.27)
PRINCESS VICTORIA		(1903, Wallsend-on-Tyne)	300'	2R 3S	IF1903-present	Rebuilt, 1930
QUEEN CITY		(1894, Vancouver)	116'	1R 1S	IF1901-17	Sold Wood /48cars
R. P. RITHET		(1882, Victoria)	176'	W 1S	IF1901	Wood
TEES <u>b</u> SALVAGE QUEEN		(1893, Thornaby-on-Tees)	165'	1R 1S	IF1901-23	Sold
TRANSFER		(1893, New Westminster)	122'	W 1S	IF1901-09	Sold Wood
WILLAPA		(1882, Astoria)	136'	1R 1S	IF1901-02	Sold Wood
<u>a</u> GENERAL MILES <u>c</u>	BELLINGHAM					(SB, vii:96)
YOSEMITE		(1862, San Francisco)	282'	P 1S	IF1901-06	Sold Wood
YUKON PRINCESS (F)		(1946, North Vancouver)	214'	1R 3S	IF1951-present	
<u>a</u> ISLAND CONNECTOR						

SSHSA Log The annual meeting of the corporation was held at New York January 12. The five outgoing directors were reelected, and the new Board elected officers as shown below. In response to many requests, we give a full list of officers and directors of The Steamship Historical Society of America, Inc., for 1952: Earl C. Palmer, President, 690 Woodgate Avenue, West End, New Jersey; Frank O. Braynard, Executive Vice President (*); Edwin A. Patt, Secretary (*); H. Graham Wood, Treasurer, 108 East Homeland Avenue, Baltimore 12, Maryland; Jay Allen (*); Alexander Crosby Brown, 228 James River Drive, Hilton Village, Virginia; William King Covell, Past President, 72 Washington Street, Newport, Rhode Island; Rev. Edward J. Dowling, S. J., University of Detroit, Detroit 21, Michigan; William H. Ewen, Past President, 16 Fraser Place, Hastings-on-Hudson, New York; Stephan Gmelin (#); R. Loren Graham (*); Freeman R. Hathaway, Past President, Noank, Connecticut; C. Bradford Mitchell, Editor (*); Dr. Allen R. Tetlow, Drawer 869, Taunton, Massachusetts; James T. Wilson (*).

The Chapters, at annual meetings in January, elected the following for 1952: New York: Frank O. Braynard, Chairman; Mrs. Edith J. Griffin, Treasurer; Frank J. Dominick, Secretary, 186 Eighth Avenue, Brooklyn 15, New York. New England: Charles N. Atwood, Chairman; John S. Barry, Treasurer; Melvin R. Downey, Secretary, 335 Highland Avenue, Somerville, Massachusetts. Southern New England: John Cobb, Chairman; Wallace R. Randall, Vice Chairman; Miss Lois Deacon, Secretary-Treasurer, 72 Chapin Avenue, Providence 9, R.I. Southern California: Ransom Matthews, Chairman and Secretary-Treasurer, Los Angeles County Museum, Los Angeles 7, California.

(*) For address, see Editorial Staff, below. (#) See "High Seas," page 19.

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Plans for 1952 national meetings will be mailed with the next issue of the Bill. We hope to arrange a summer meeting in New York City. Also being planned is a pilgrimage to Burlington, Vermont, for another weekend on TICONDEROGA. It is very probable that the other national meeting will be held later on in the year at Mystic, Connecticut. There is no meeting at The Mariners' Museum this year. It is being planned for October, 1953.

Pilot House A few weeks ago, Randall Mills wrote from Oregon that he was working on an article which he hoped to have in shape for the Bill by spring. Instead, January brought the news of his sudden death. Elsewhere in this issue, two of his intimate friends speak of him and tell something of what his loss means to those who knew him in person. It remains to say a word for the many members of this staff and the Society who knew him only on paper.

"Only" is misleading. To the reader of Rand's books, articles, and letters, he was never a two-dimensional, paper-and-ink personality. His amiability, shrewdness, and wit gave him a warm reality--made him a present rather than a remote friend, and made it altogether natural to assume that, when one finally did meet him, the conversation would go on without break, as if between neighbors in the habit of seeing each other every day.

Now, our hope of that meeting, and our chance of reading that article and others, are abruptly defeated--in the only way that they could have been. For Rand never spared himself in carrying out his self-imposed obligations to Steamboat Bill and its readers. Whether he was collecting Oregon news items, writing a feature article, or editing an entire issue, he gave time and energy so generously that it was hard to see how he had enough left to meet the demands of his many other activities. His place in the operation of the Bill and in the affections of its staff was peculiarly his own. It cannot be filled.

The June issue will be edited and prepared for the press by Associate Editor Edward O. Clark. All feature articles and miscellaneous matter for that issue should be sent to his address shown below, in time to meet the deadline: May 5, 1952. Send regional news notes, as usual, to the appropriate regional editor.

STEAMBOAT BILL OF FACTS

A publication relating primarily to North American steam and other power vessels, past and present. Issued to promote and coordinate the activities of historians and collectors, by The Steamship Historical Society of America, Inc. The success of Steamboat Bill depends on sustained cooperation of SSHSA members. Opinions expressed by authors are not necessarily those of the editors. Subscription is by membership in the Society. Active Membership, three dollars. Send applications and inquiries to Edwin A. Patt, Secretary, 53 Annawamscut Road, West Barrington, Rhode Island. Single copies, 75 cents.

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Reviews

Cap'n Hughes' Steamboat Sketchbook, by Jesse P. Hughes, with a Foreword by Frederick Way, Jr. Cincinnati (Picture Marine Publishing Co.), 1951. \$2.00.

When Captain Jesse P. Hughes left the Ohio Valley after 60 years' river service, chiefly for the Greene Line, it seemed to all who knew his unique blend of professional expertness, personal modesty, and unaffected goodness that the river world must be darker from now on. Characteristically, less than a year later, he has sent it more light.

It will surprise many to learn that this master of the art of piloting was another kind of artist as well. Captain Way, in his Foreword to this collection of 39 drawings, tells how the late Captain Gordon C. Greene helped determine the main channel for young Jesse Hughes' talents by calling him back to the river to work with him. But the secondary channel never silted up, and Jesse always knew how to cross over from one to the other. Off watch, he would sit on the pilot house bench sketching miles of riverbank as it passed. When his boat tied up for half a day, he would disappear up the hill, sketch pad in hand.

For more than six decades, his pencil pictured the rivers and boats that he knew. Captain Way stresses the accuracy of the work: "If Jesse's pencil catches a guy-line somewhat crooked, you may depend on it that guy-line was crooked." Say rather, "You may depend on it that was the way he saw that guy-line." For Jesse Hughes is an artist, not a photographer. And he is largely a self-trained artist. His details are not letter-perfect. His perspective sometimes takes a sheer, and there are touches of the primitive about his human figures and his backgrounds. His faithfulness is to his own perception of the things about him--not merely to their details, which might have looked different to another observer, but to their aggregate pattern and their movement. Some of his happiest effects are of different sorts and degrees of steamboat motion--see his TACOMA, TOM GREENE, SPRAGUE, ST. LAWRENCE, CITY OF WHEELING. It is this sort of accuracy which makes these drawings superior to the same number of photographs or scale drawings as a record of threescore years of steamboat life on the rivers.

On the whole, the black-and-white steamboats are better than those in color; though the latter (CITY OF WHEELING, DELTA QUEEN, GORDON C. GREENE, INDIANA) are really too few to judge. It

seems unfortunate that two of them appear on a cover predominantly bright red and yellow--a noisy and garish frame for the almost prim simplicity of Captain Hughes' style.

The book is enriched historically and autobiographically by Captain Hughes' commentary, printed on the facing pages. Historians will also welcome the "Additional Details from Way's Directory of Western Rivers Packets" (SB, viii:22) with which he footnotes his own text.

America gained one of its ablest and best-loved river pilots when "Old Man Greene" called Jesse back to the boats. This book proves that it lost something too. But the gain outweighs the loss. Jesse Hughes the artist would scarcely have produced this particular collection, had Jesse Hughes the navigator not spent half of the twentieth century in the pilot house. --CBM

Later History of the Ann Arbor Carferries No. 6 and 7, written and published by Arthur C. and Lucy F. Frederickson, Frankfort, Mich., 1951. 62 pp. Ill. \$1.65.

This welcome sequel to the authors' Early History of the Ann Arbor Carferries (SB, vii:65) has a misleading title. "Later" modifies "History of the Ann Arbor Carferries," but not "No. 6 and 7," for the subject matter is the entire career to date of ANN ARBOR NO. 6 and ANN ARBOR NO. 7. It is set out in surprising detail, considering the size of the booklet. The authors even note a 2-hour delay caused by a grade-crossing accident. Most episodes cited are more important, and not a few, told as matter-of-fact, are thoroughly hair-raising. None surpasses the opening recital of NO. 6's midwinter odyssey from Detroit to Frankfort in 1917.

The book reads like a succession of verbatim extracts from the steamers' logbooks, supplemented with personal testimony of the men who sailed them. Unfortunately, there is little apparent attempt at historical criticism or organization of this valuable material, and proofreading is not much in evidence. "Chronicle" might be a better word for the product than "history."

The story is permeated with the "family" relationship between the carferries and their home port of Frankfort. The authors write as intimates of the officers and crews, and this sense of being "on the inside" makes for pleasant reading. The hometown atmosphere is also emphasized by the fact that 122 of the 144 illustrations are "yearbook photos" of A. A. personnel.

Military Life in Dakota: The Journal of Philippe Regis de Trobriand, translated and edited from the French original by Lucile M. Kane. St. Paul (Alvord Memorial Commission, Minn. Historical Soc.), 1951. 395 pages. Ill. \$7.50.

Astonishingly neglected in America until Miss Kane produced this complete and scholarly translation, De Trobriand's journal, written in the late 1860's, is one of the most thorough and warmly human accounts ever written of the state of the Indians and the conditions of military and pioneer life in the upper Missouri River country.

The youthful Baron de Trobriand came to the United States in 1841. He travelled widely, contributed much to American and French periodical literature, and took an American wife. Shutting between France and America on the old paddlers, in a few years he became "a Frenchman in France, an American in America." He took American citizenship and joined the Union army, serving brilliantly at Fredericksburg, Chancellorsville, and Gettysburg. Soon after the war, he became colonel of the 31st Infantry, a regiment then garrisoning some of the most isolated posts in the Indian country of the upper Missouri.

He left Paris in June, 1867, in the glittering whirl of an international exposition. A month later he stood on the Missouri River bluffs behind the straggling hamlet of Omaha and saw "the plains in all their immense solitude stretched out before us," with a train on the unfinished Pacific Railroad "disappearing far away into the prairie desert." At Omaha he boarded the steamboat DEER LODGE, "with a paddle-board wheel as wide as the stern," and after a tedious voyage of 20 days and 1200 miles reached his new headquarters, Fort Stevenson, Dakota Territory, on August 19.

Though by far the greater part of his diary for the next 18 months is devoted to the Indians, to frontier characters, and to the minutiae of garrison service and irksome border warfare, De Trobriand gives many vivid impressions of the almost complete dependence of the military and trading posts, and the gold-mining industry of Montana, on the Missouri River steamboats. Five months at the utmost, May through September, was the period of none-too-certain navigation during which all their supplies for the year had to be transported 1800 miles from St. Louis. Then the river teemed with boats coming up from "the States" on the spring rise, or returning in haste on the last of the high

water in the fall.

As a measure of the size and importance of the fleet, 34 individual steamboats are mentioned by name in the journal, among them some of the most noted in the history of the upper river: IMPERIAL, MARY McDONALD, ONLY CHANCE, and Captain Joseph LaBarge's WAR EAGLE. Hardly a day passed on which a boat did not stop at the Fort Stevenson landing. The appearance of the first was the most exciting event of spring; the departure of the last in autumn brought a depressing sense of isolation to the lonely denizens of the wilderness.

This handsome volume is illustrated by a dozen of the many sketches of pioneer forts, Indians, and western scenery made by De Trobriand during his years on the frontier.

--JMH

CURRENT READING NOTES* * * *

The Christmas season brought the eleventh in William King Covell's admirable series of Fall River Line greeting cards--printed brochures each devoted to a photo and history of one of the steamers of the Line. PLYMOUTH, built 1890, was featured for 1951.

"River [steamboat] Namesakes of the State of Ohio," Frederick Way, Jr., Ohio State Archaeological and Historical Quarterly, July, 1951.

"Steamboats on the Coosa," Marvin B. Small, Alabama Review, July, 1951.

"The West Coast's Worst Disaster," Jim Nesbitt, Maclean's, October 15, 1951, pages 17, 51-54. PRINCESS SOPHIA loss.

"Virginia's First Iron Steamer--The Canal Boat GOV. McDOWELL," Alexander Crosby Brown, Newport News Daily Press, January 27, 1952, pages 1D, 10D.

Members interested in steam launches will be glad to know that Bulb Horn, publication of VMCCA, now carries a page on them, edited by member D. Cameron Peck of Chicago. They have made copies available to SSHSA members. A card to secretary E.A. Patt will bring you one.

A new quantity of William King Covell's Short History of the Fall River Line (49 pages, illustrated) has been bound, and copies may be had by writing Mr. Covell, 72 Washington St., Newport, Rhode Island, enclosing \$1.00.

A.B. Dickinson, Postmaster of Tomales, Cal., and a director of the Marin County Historical Society, has written an extensive history of transportation in Marin and counties to the north: "Old Railroads, Boats, and Redwoods (A Saga of the North Pacific Coast R.R.)." It has been running serially in the monthly Pony Express, 795 Sutter St., San Francisco (\$2.00 per year). --RWP

Heard On The Fantail Send FANTAIL views, reminiscences, gripes, news of members, and notes on operation to Jay Allen, Saffer Court 2, Urbana, Illinois

Fantail George Praemassing of Buffalo, New York, presented us with a difficult choice to make from four fine fantail photos. We finally chose ORLEANS, as offering the greatest contrast with views we have shown recently. She is shown leaving Buffalo for Fort Erie, Ontario, July 26, 1947. The others were of tanker METEOR, DALHOUSIE CITY, and CANADIANA with a bit of GREATER DETROIT in the background; and if as many as six Fantailers request any one of these we'll run it later.

Our mail has picked up a bit since the last issue, reflecting an interest in steamboat models. John Dodge of Kenyon, Rhode Island, sent in pictures of his models of a Liberty Ship and PORTLAND (page 22), with the following comments:

"The Liberty sails ahead and reverse and is about 3 feet long. So far as possible, all parts are on it. Powered by a Super-Mite electric motor on 2 flashlight cells. This model is now owned by Charles E. Smith, Manchester, N.H. The PORTLAND model is now the property of Edward Rowe Snow of Marshfield, Mass., who is an authority on the PORTLAND disaster. A near-duplicate is owned by Alton H. Blackington of Beverly Farms, Mass. In the background of one view is a painting of PORTLAND by your model-making member J. H. Dodge."

From Lakewood 7, Ohio, come these remarks by John Breynaert:

"I have a $\frac{1}{4}$ " scale model of the Winnipesaukee steamer MT. WASHINGTON under way. So far, she is finished up as far as the guard rails; but I have quite a few disassembled items already made, including pieces of superstructure bulkheads and engine parts, as well as the paddlewheels. This model will be $42\frac{1}{2}$ " long by $12\frac{1}{4}$ " beam. I have $\frac{1}{4}$ " scale plans of MT. WASHINGTON which I drew up from the Boston & Maine Railroad's set of outline plans and numerous photographs from which I scaled dimensions. I also talked extensively to her one-time engineer, who gave me much help; and the ultimate result was a set of five sheets--sheer, composite main and upper deck, hull lines and deck framing, composite bow-stern view, and engine sheet. The fact that photographs had to be used in places precludes the guarantee of absolute accuracy, but I am nevertheless confident that they are accurate. If other SSHSA members are interested in this sidewheeler, the plans are available through Model Shipways, Fort Lee, N. J., or the James Bliss Company of Boston, Mass.

"My Winnipesaukee collection includes 100 or more photographs of both MT. WASHINGTOS, LADY OF THE LAKE, MAID



OF THE ISLES, and others.... Last summer a Laconia, N. H., lawyer went down in a diving helmet and viewed the scuttled remains of LADY OF THE LAKE, which was afloat from 1844 to 1893. He reported her hull intact.

"You say the large model of PURITAN is at Webb Institute. It was there but about two years ago was given to the New-York Historical Society [where it is now on display--ABC]. The model is done to $\frac{1}{2}$ " scale, and is complete in all details as far as I could make out."

NEWS OF MEMBERS: Urbana, Illinois, members held a Fantail Session at Jay Allen's February 15, featuring Kodachrome slides of Western River boats by Cyrus Palmer, and Great Lakes and Massachusetts boats by Jay Allen. Tom Scott has gone back to sea as an officer for Lykes Brothers. Have there been any other non-chapter meetings lately?

NEXT FANTAIL FEATURE will be anecdotes of members' personal experiences on steamboat trips when something unscheduled or otherwise unusual happened. Have you been on a trip when the steamer missed a landing? had to anchor? ran aground? made a rescue?--or when something else serious or humorous took place? Search your memories and diaries, Fantailers, and send us a paragraph or three or four of your most memorable or amusing steamboat adventure--by April 25. So much for this trip.

STEAMBOAT BILL

"Sternwheelers North," Gordon R. Newell, Ships & Sailing, February, 1952, pages 52-56. Yukon River steamers.